

Original Correspondence.

THE COPPER TRADE.

SIR,—Will you allow me, through your Journal, to call the attention of the great copper smelters of this country to the very serious injury they inflict upon the legitimate trade of manufacturers in metals, by their erratic behaviour in relation to the rise and fall of copper? At the present moment it is impossible, by any past premises, to anticipate the proceedings of that important body, upon whose decisions the prosperity or losses of a large number of manufacturers depends, and through them to many thousands of workmen in their employ.

About a month ago, after a continued period of depression, a decided reaction in the trade of brass founders, gas fitters, and others, took place, and a favourable demand for the winter season was expected; but within a week a fall of 5s. in copper was most unexpectedly announced, the effect of which was to weaken a demand previously firm, and to produce doubt and uncertainty in the minds of many merchants, from which they had not recovered when a further fall—the one of Sept. 24—was announced of 4s. 10s. per ton, and an impression is now very general that a third may be expected. The result of this is a suspension of many orders which would otherwise have been circulated, to the benefit of manufacturers and their workpeople.

I know not what object the smelters may accomplish by their very peculiar, and, happily, exceptional mode of proceedings. But this I do know, that a high price of metals, if continuous, would be preferred by the majority of English manufacturers; and, as one of the large consumers of copper in this town, I believe I can say with perfect truth that the continuous price of copper at 126s., from the end of 1853 to the early part of 1856, was a most satisfactory period both for exporters, merchants, and manufacturers, because a general feeling of confidence existed as to the then current price; and I am myself satisfied that the cost of copper to the manufacturer is quite a secondary object, in comparison with a continuous and uniform price. I shall take an early opportunity again to refer to this subject.—*Birmingham, Sept. 29.* A MANUFACTURER.

ORE-BLOOM STEEL.

SIR,—I have forwarded to your office a few specimens of this steel, which is an entirely new manufacture, and combines in itself the peculiar excellencies of the best kinds of shear-steel and cast-steel. From the facility with which it can be worked, welded, and tempered, I believe it is likely to supersede most other kinds of shear-steel and welding cast-steel.

Coleford, Sept. 30. ROBERT MUSHET.
[The specimens referred to may be inspected at our office by those interested. The steel does not differ in appearance from ordinary cast-steel of good quality; and as the metal can, it is said, be brought into the market at a very moderate price, there will, doubtless, be considerable demand for it. Mr. Mushet has given much attention to the improvement in the manufacture of steel, and it appears that his efforts have at last been crowned with complete success. We shall be glad to describe the process by which the new steel is obtained.]

MANUFACTURE OF STEEL.

SIR,—Mr. Spencer has just informed the scientific public that very fine steel can be made by the Uchatius process, at little more than half the cost of the common method. For his edification, before he again reads a paper on this subject, I would call his attention to the fact of my having made and sold scores of tons of cast-steel, prepared direct from pig-iron, many years ago, and I subjoin one of the testimonials to its merits, from M. F. Pawels, the great Locomotive Engineer, of Bruxelles:—

"Molenbeck, Avril 9, 1852.—Je me fais un véritable plaisir de vous informer que les aciers pour forêts tarauds planes et crochets que vous, en avez fournis et provenant de la fabrique de R. Mushet, ont sous tous les rapports remplacé avec supériorité les meilleurs aciers Anglais que j'ai employés jusqu'à ce jour. J'évoque Monsieur de progress realise par cette nouvelle fabrication.—M. F. PAWELS."

Such is one of the many testimonials to my invention of melting granulated pig-iron, at one operation, into first-rate cast-steel. Mr. Spencer tells us that the granules of iron, during this process, burst. I wish he would tell us why they burst. Truly, we live in an age of wonders, and a man must read hard to keep pace with the genius of the age. Not only must we know everything to be up to the mark, but we must be able to reason acutely upon nonentities, if we wish to read an important paper with élan to a scientific audience. A few months ago the world was to be inundated with cast-steel, made under the Uchatius process, from Welsh coke pig-iron, at Ebbw Vale, and now the last refuge of the atomists seems to be in Newcastle and Swedish charcoal pig-iron—*sic transit gloria mundi*—and the poor bewildered gentlemen dare not accept my fair challenge for a trial of skill, because it would make such a bad impression on the public mind if I should beat them. *Robert Mushet.*
Coleford, Sept. 28.

MANUFACTURE OF PIG-IRON.

SIR,—I have given the yields of coal and coke in the Welsh blast-furnace, in which was included the calcining kilns, and also the yields under the stoves and boilers. The same principle of economy is pursued with the boilers as that which I described in the stoves.

I am accused by Mr. Barr of losing sight of the subject, and he quotes my remarks on the Cleveland iron; that remark, I beg to say, had direct reference to the subject in hand.

To illustrate the superior quality of pig-iron containing a large quantity of the metalloids and carbon, Mr. Barr gave us two analyses, one of cold-blast iron, and another of hot-blast iron, in which the percentage of iron was much greater in the latter than former; and from those two solitary examples deducts a law in iron metallurgy. It is not by solitary examples that man has discovered the laws of Nature, but by an accumulation, and from an accumulated mass of information, he is able to reason on and deduct the laws of God. Mr. Wrightson has paid considerable attention to hot and cold-blast irons, and I will quote his analyses:—"Ten specimens of cast-iron made from South Staffordshire iron ore, chiefly west of Dudley—Average of four specimens of cold-blast iron yielded, iron, 94.90; other elements, 5.58: total, 100.48. Average of six specimens of hot-blast iron yielded, iron, 93.35; other elements, 6.66: total, 100.34. Giving an excess of carbon and metalloids of 1.38 in the hot-blast over that of the cold-blast iron."

Mr. Barr supposes I have a diseased imagination of the brain, because I quote from Gmelin the words of Berzelius; if the work of an eminent man, like Berzelius, is of no more value to us than to be sneered at, then I say throw chemistry to the dogs. Mr. Barr requests me to give reasons for condemning the reduction of sulphur by carbon. Sulphur is an element. An element is a substance that cannot be further divided in itself, consequently it cannot be reduced by carbon, or any other element or elements. This was a slight mistake with Mr. Barr while compiling his letter from Mr. S. B. Rogers's work, on *Iron Metallurgy*, altering the words and arrangement of sentences, so that he became very like a translator who did not understand the subject he was translating, and gave a different meaning to that of the original text. In the following letter Mr. Barr reverts to the subject, but comes back so close to the original author that the sense of the sentence is altered; and now for a comparison of the original and the would-be original.

Mr. S. B. Rogers, *Iron Metallurgy*, p. 235, 9th line from bottom—"If there be not a sufficient dose of carbon in the metal to carry off the sulphur in the form of bicarburet, or if this fermentation be checked too soon, the result will be bad, and therefore unsatisfactory, in consequence of a greater or less portion of the sulphur remaining."

Mr. Barr, the would-be original, on the same subject—"Again, I state if there is not sufficient carbon in the pig-iron to keep up the fermentation in the boiling furnace until the sulphur is completely removed, as bicarburet of sulphur," &c.

Mr. Barr accuses me of recommending him to read Gmelin's *Chemistry*. I assure him it is quite a mistake. I did recommend him some elementary work, like Balmain's, but Gmelin would be to him like Greek to an English youth seven years of age. How is it possible that he could understand it when he yet believes that the earths undergo a process of combustion in the blast-furnace?

Mr. Barr has misconstrued several sentences in my letters, for example—"By alloying the iron with carbon and the metalloids (the carbon is good) to make the iron more fusible." Now, Mr. Barr has quoted this sentence more than once, but has taken care each time to omit, "the carbon is good."

I think it will be of no value to your readers to carry on this discussion with Mr. Barr, a gentleman who has quoted from Mr. S. B. Rogers in

every letter that has appeared on this subject, but in an ungentelemanly-like manner, by not giving up his author. "Honour to whom honour is due."

I will give one more example, which I think will be sufficient; there are plenty more in store if required, but those of your readers who desire to gain further information on the subject I recommend them to read Mr. S. B. Rogers, the most concise and valuable work on iron metallurgy. Mr. S. B. Rogers, the original, p. 220, 12th line—"This combining the iron with carbon, and then getting rid of it, as a sort of nuisance, may certainly appear a ridiculous mode of proceeding in the manufacture of wrought-iron, to parties unacquainted with the affinities which it is necessary to put in action in the iron-smelting furnace."

Mr. Barr, the would-be original, on the same subject—"Combining the iron with carbon, and then getting rid of it, may seem a ridiculous way of proceeding in the manufacture of wrought-iron, to parties not acquainted with the affinities which it is needful to put in action in the iron-smelting furnace."—*Newport, Sept. 27.* DAVID JONES.

REDUCTION OF GOLD-BEARING QUARTZ.

SIR,—I have received several letters from friends, requesting me to state what I consider is the lowest point, as also the highest, for grinding gold-bearing quartz. I must, therefore, beg you to allow me to state them in your valuable Journal, which is so widely circulated, for one of my enquirers resides in British Columbia, another in Italy, and some in South America; all these parties say they have been watching the question of the reduction of gold-bearing quartz in the pages of your Journal, and that no one states this point.

I consider the lowest, or coarsest, grinding of ore for amalgamation is that which, when delivered for operations after having been ground in stamps, and arrastras or tahonas, as in Mexico; that such ground ore should pass through a sieve that has 40 holes per linear inch; all that would pass through a 35 holes to the linear inch would be by me considered to be coarse. For the fine, I consider 60 holes to the linear inch as quite fine enough; all that would pass a 65 or 70 holes to the linear inch would be too fine, and cause the gold to lose its density, specific gravity, &c., and to become invisible, and float away unperceived in almost pure water; in very pure water it can be observed floating away, but as pure water, or that which is perfectly transparent after mixture with the amalgamated ore, is never the case, of course, the gold gets away unperceived; but such may be found by diligent search in the gullies of reducing works in gold-producing countries, and is found on the bed rock, sometimes several feet from the surface, as a greyish hard white powder, and when cut with a penknife the gold unamalgamated is seen by the help of a lense.

The grinding of silver ores in the district of Zacatecas (Mexico) I found to be that which let little pass through a 40 holes to the linear inch sieve. That of Guanajuato, also in Mexico, such that would let little through a 60 holes to the linear inch sieve.

There is considerable difference between grinding pure gold-bearing quartz, which does not contain above 8 per cent. of other minerals, such as pyrites, oxides of iron, or blue sulphurets. The ores of America, in general, that produce gold hold 35 per cent. of sulphurets, &c., all mineralogically arranged in mass, quartz, pyrites, blue sulphurets, antimonial silver ore, &c., and gold in the metallic state, but often so curiously mineralised with the ore, that it would puzzle the best chemists and metallurgists, and, indeed, has so, to know why it does not unite better than practice shows to be the case with quicksilver placed to take it up. All works on chemistry state that quicksilver and gold unite at once. Well and good; but gold in ores is not purely metallic, but is almost always found as an alloy of gold, silver, copper, iron, and, in some cases, other metals; these prevent the union of the gold with quicksilver; to which must be added the chances a particle of gold has of never coming near quicksilver during the process of amalgamation. Parties can see this by taking some of the ore, and placing it in a deep white glass vial, and letting off the water, then observing with a lense the position of the different particles; turn the bottle every way, and observe the changes a particle of fine gold alloy has of meeting with the smallest globule of quicksilver—coarse grind the same class of gold ore, and it will be perceived, by acting in the same way with the bottle, that the gold gets down on the mass of quicksilver, and becomes in time covered with a coating of grey metallic powder; this is the quicksilver forming an amalgam with the brightest points of the rubbed alloy. Where red, or brownish-red, spots are observed, it will be found to be oxide of iron which is preventing the amalgamation, or the chance of it being formed. I trust these few observations may answer the questions of my friends, and hope they may afford a subject for discussion to your correspondents, should I be incorrect in any of my statements.

Kensington, Sept. 27. JOHN H. CLEMENT.

UTILISATION OF PEAT—ECONOMIC MANUFACTURE OF GAS.

SIR,—Under the above heading you make some remarks on, and give a description of, an apparatus for the manufacture of gas from peat, patented by Mr. R. L. Johnson, of Dublin. With your permission, I will also make a few remarks on this patent. It is stated that the cost of gas per 1000 cubic feet is, for turf, wages, and lime, 4s., being exclusive of interest of capital, and of wear and tear. Now, assuming the cost of the apparatus, inclusive of buildings, to be 100l., and taking the consumption to be only 1000 feet in a fortnight, or 26,000 cubic feet per year, as stated, interest alone will be at the rate of 3s. 9d. per 1000; and reckoning that one retort will last a year, and that the cost of renewal is 3l., this adds something like 2s. 3d. per 1000 more, making a total cost to Mr. Wilson of 10s. per 1000 cubic feet, at his present rate of consumption. But, assuming that this quantity was consumed per day, the cost would then be, with the increased wear and tear, 5s. per 1000 cubic feet. Then, with regard to the brilliancy of the light, I should imagine Mr. Wilson has no means of comparing it with other gas made on the spot; but the true way of testing its illuminating power is with the photometer, by which alone a comparison can be instituted.

Gas may be made from Scotch canal coal in any part of Ireland, on a similarly small scale of plant to that of Mr. Wilson's, inclusive of cost of canal and fuel, labour, wear and tear, purification, and interest on capital, at 6s. per 1000 cubic feet as a maximum; and with two burners, each consuming equal quantities of peat and canal gas, the illuminating power of the latter will be three times greater than that of the former; and I am prepared to prove that in any part of Ireland I can produce from canal coal the same amount of light as may be obtained from a similar quantity of peat, at half the cost.

As to the invention itself, I would not deny to Mr. Johnson the merit of having laboured hard to turn the bogs of Ireland to good account; but it appears to me he did not make himself sufficiently acquainted with what others had done before him.

The plan, as described in your Journal, is precisely the same as was practised some twenty years ago by several persons in this country. With peat, wood, and several other substances, decomposition takes place very quickly when they are subjected to destructive distillation, and to such an extent, as that a considerable quantity of the vapour, which ought to be converted into a permanent gas, condenses in the form of tar, and it contains illuminating matter, which peat gas can ill afford to spare. This fact has engaged the attention of many gas engineers for the last 25 years, and various methods have been adopted to arrest the condensable vapours, or rather to hold them in the retort until that which otherwise would be tar was delivered in a gaseous state. In Peckston's *Practical Treatise on Gas Lighting*, a description of the arrangement for this purpose is given, and called a "regenerator;" and at least 20 other persons have patented some method having for its object what I have just described. Some of them have a separate small retort fixed over a larger one, through which the vapours generated in the bottom retort have to pass. Another has a small retort placed inside a larger, and others, again, have a large retort, with a diaphragm or diaphragms extending from the mouth to within 6 in. of the further end, and placed within 6 in. of the top.

Unfortunately, I speak of this latter arrangement from experience; for some six years ago, I was foolish enough to offer to the gas company of this place to erect a new bed of retorts, and guarantee them 20 per cent. increase, or have nothing for the alteration. My offer was accepted, and the arrangement I had here was a retort with a diaphragm, the top compartment being filled with coke; and at the end of the lower portion I had an iron box, filled with scraps of wrought-iron, through which and the coke, when red-hot, the whole of the crude gas as generated had to percolate.

I confess I fully expected a considerable increase both in the quantity and the quality of the gas, but I was sorely disappointed, for the increase was not 5 per cent., and the cost of obtaining this increase in extra fuel, extra labour, extra wear and tear was considerably more than the value

of the small addition to the quantity obtained. This erection, as well as two others for large paper manufactories, I had to remove, and I felt convinced that the diaphragm regenerating retorts had taught me experience, and in the way in which men usually obtain it—by purchase. In all cases we ought to be guided by circumstances, and, therefore, as far as regards the manufacture of gas, the question is, What is the best material from which it can be produced in any given locality? and certainly the bogs of Ireland would naturally present themselves as being the best for many parts of that country; but its connection is so close to the rich canal yields of Scotland that, excepting for heating the retorts, I predicate peat for gas purposes will never be able to compete with canal only, where quantity and not quality is required.

There are localities, however, where either peat or wood must be used, and these materials are extensively used in many parts of Germany. At this moment I am engaged in the erection of works for a large factory at Moscow, where birch bark will be used for gas extraction.

Mr. Johnson may and will, I have no doubt, light many small towns in Ireland with peat gas, and I certainly wish that he may succeed, but I venture to state that sooner or later coal alone will be the material used in them all, wherever erected in that country; or if not, instead of the "regenerative" system, the peat will be distilled in the ordinary way, and mixed with some one of the rich canals with which Scotland abounds. *St. Neots, Sept. 30.* GEORGE BOWEN.

ZENNER'S ROTATING BUDDLE.

SIR,—I omitted in my last letter to touch on one point of the communication of your correspondent, "R. S.," in your valuable Journal of Sept. 18; and I beg to assure him that I have the fullest confidence in my patent machine, as being the best and cheapest, as well as the simplest and most easily managed, apparatus for dressing slimes, &c., however fine and difficult they may be to dress, or how tough and tenacious. This confidence is not the result of a mere opinion, but is based on ascertained facts; it being quite patent to anybody who may take the trouble to examine them at work, after they are in good working condition. The backwardness of Cornish miners to adopt them I cannot understand, though I may put it down to an overdose of caution in their composition. I have been told very often—"I should like to see it at work."

That I have confidence in my machine I have proved, by applying for some old tin waste heaps, where I intended to erect some of my machines to dress them over again, but I have not even succeeded in that, which I cannot comprehend, as it cannot be construed to the discredit of anybody, nor dressed profitably except by such cheap and efficient means as my machine.—*Newcastle-on-Tyne, Sept. 29.* D. ZENNER.

STEAM BOILER ASSURANCE COMPANY.

SIR,—I quite agree with your remarks upon the importance of an institution for giving a recompense to the representatives of those who are unfortunate enough to lose their lives through boiler explosions, and shall, therefore, do all in my power to aid the society by assuring, and advising others to assure—that is, of course, if the premiums be not exorbitant. There appears something so *bona fide* in the prospectus that I at once felt confident the company would confer much benefit both on boiler owner and the workman. In your notice last week you refer to Mr. Samuel Nicholson as having been the originator of the idea upon which the undertaking is founded, yet I do not see that his name appears in connection with the concern. Now, surely a man who has sufficiently studied the subject of boiler assurance to devise a scheme which seems to offer so many advantages is well able to undertake the management of the company; and I think that his name in connection with it would give additional satisfaction both to assurers and intending shareholders; for, however much we may respect patrons and trustees, we must recollect that they have little voice in, or responsibility for, the management of a company.

I know no undertaking likely to prove more remunerative to the shareholders than a well-conducted steam-boiler assurance company. There is sufficient novelty in the idea to ensure an ample amount of business, whilst the fact of being first in the field is another item in its favour. I can assure the projectors of the company in question that it is not Englishmen alone who are anxious for the success of the undertaking, but all who are in any way concerned with the use of steam. A guarantee that the inspection will be ample, and that claims will not be disputed without cause, with a just and equitable rate of premiums will, I am convinced, ensure the company as fair a proportion of patronage on this side of the Tweed as on the other.—*Glasgow, Sept. 27.* J. W. R.

SMOKE-BURNING LOCOMOTIVE ENGINES.

SIR,—I have no personal knowledge of the "smoke-burning" locomotive engine built by Vernon, of Liverpool, about the year 1839, relative to which your correspondent, "J. E. D.," asks me for information, but his description of it induces me to think that it may have been constructed under the specifications of patents No. 7306, granted to John Chanter and John Gray, dated Feb. 17, 1837, and No. 7805, granted to John Chanter and John Grantham, Sept. 13, 1838; particularly as John Gray and John Grantham are described in the specifications as engineers of Liverpool.

With respect to the holes in the doors, it is very likely that "J. E. D." is correct. I have assurance from other quarters that such doors were used before the patent of 1823 was granted to Mr. C. Wye Williams.

On this subject, I may incidentally observe that I am making the patent Regulating Air-Doors for locomotives. *J. LEE STEVENS.*
1, Fish-street-hill, Sept. 27.

SMOKE-PREVENTION PATENTS.

SIR,—Mr. Charles Wye Williams adopts the above heading in his last letter, and I am happy to pursue this part of our controversy under the same title. It gives me pleasure also to observe how much in that letter he has moderated his tone towards me, because it encourages the hope of my not having again to notice those useless and unprovoked personalities, which, as your correspondent, "D. H.," very justly remarks, cannot but cause the discussion to lose its interest in a scientific point of view. Indeed, if I could have foreseen the unexpected change that has occurred, I would have foregone writing off the outstanding personal account opened by him in your columns, by withholding the items with which I balanced it up to last week. The facts, of course, I could not vary.

Nor is it without gratification to discover that Mr. Williams, argumentatively speaking, has merged his attack upon my patent into a defence of his own. Everything Mr. Williams alleges against me, as an error in respect of his 1839 patent, had been anticipated by me. I need not recur now to what has already received ample consideration and confutation. All that I originally advanced in defence of my own patent right, so directly and deliberately impugned, I have proved by reference to indisputable documents, chiefly published by my opponent himself. That evidence has been fully endorsed by competent authority; and *coincidentally* with the suggestion of "D. H." I have proposed to Mr. Williams (in the event of his remaining unconvinced of his mistake) to refer the practical decision of the question to a court of law.

At the conclusion of the letter I refer to Mr. Williams states his intention to give your readers figures illustrative of the manner in which his "perforated plate distributors were applied to the door end alone" in the experiments at Newcastle-on-Tyne. As this promise will doubtless be redeemed in the present or next week's *Mining Journal*, I await its fulfilment before I go into any discussion of the superiority or otherwise of my patent Regulating Air-Doors.

In the interim, as the real utility of an invention is fairly exemplified by the results from its use, and as such results may with equal justice be referred to in contrasting that invention with any other under a consideration of their relative superiority, I beg the favour of your giving currency to the following copies of reports recently received:—

1. From the screw steam-ship *Prince of Wales*, belonging to the Pacific Steam Navigation Company, Liverpool.

Screw Steam Ship Prince of Wales, Madeira, Aug. 4, 1858.
SIR,—I have much pleasure in acknowledging the efficiency of your PATENT REGULATING AIR-DOORS. I need only add I have run from Liverpool to Madeira in six days twelve hours, without the least cessation to clean tubes. The consumption of smoke, cooling of smoke-room, and saving of fuel is quite evident by their use. Yours, &c.
(Signed) WM. HENKES, Chief Engineer.
(Certified) W. H. ELLIS, Commander.

2. From the paddle-wheel steamer *Thames*, lately belonging to the

estimation of his neighbours as an able manufacturing nation, and I incline to join the
in regard to the *Great Eastern* affair. I perceive it is more the mode of the British Gov-
ernment to take power from private companies than to assist them (instances the E. I. Co.
India and the Hudson's Bay Company), but only when they have got too big for their
clothes, so that we cannot complain of that. But did not the Government assist the
Atlantic Telegraph Company, in sending the *Agamemnon* to lay the cable? Now, I
do not consider the Government at liberty to take public money in aid of private
enterprises, and I think it is the duty of the Government to consider the
considering the national interest that has been manifested concerning the *Great Eastern*.

and that our forefather Noah was able to complete a larger vessel in some respects (Noah's Ark) in his day, so early in the world's history, I agree with your correspondent that it is a disgrace to the British public to allow the *Great Eastern* to lie in her present condition, supposing there were no particular use requiring her completion.

I view a national disgrace to extend beyond the ironmasters and a few sea-port towns, however, for I think it may cover from the members of the Government individually down to the lowest subject who can spare a penny, when it is considered what the penny has done. The writer says the Atlantic cable is now laid, and the great ship is a shilling show—two good points gained so far, had the cable continued to act, and if the shillings are numerous enough to pay present expenses connected with the ship; but, alas! the cable may need to be entirely lifted, or, if not, more cables will have to be laid. We have heard of the boasting of Brother Jonathan for the small share he had in the matter, to an extent as though he had done the most of it. Let John Bull take a lesson, not only to continue his prudence in waiting a successful operation of cables before re-joining over it, but henceforward provide means to keep the rejoicings all to himself. And in what way can he do it better than by furnishing himself with the means of finishing the *Great Eastern*. And seeing the shareholders cannot afford more funds, let John Bull provide them national assistance, and prevent his neighbours from taunting him that he began a job he cannot finish, to set the ark hereafter to lay the cables, in company with the *Agamemnon*, for which I move that a national penny subscription be set going, to be handed over to the directors of the *Great Eastern* company, to prepare for laying future cables; but I leave it to more able hands to second and carry it out.

Sept. 14.

K. Q. X.

WHEAL EDWARD, AND ITS PRESENT MANAGEMENT.

SIR,—Six months ago a meeting of shareholders in this company was held, when it was recommended by the committee, and carried unanimously, that the pursers' salary should be increased one guinea per month, for his great attention to the interests of the company, and the business-like manner in which he conducted the affairs of his department. At the meeting of shareholders, on Thursday, he was summarily dismissed, for having, as is stated, written an impertinent letter to the committee with respect to the communication of the Wheal Arthur adit level with this mine, he being pursuer of both mines, and has held that position for many years.

The committee, it appears, felt indignant at the pursers' letter, and they resolved to submit it to the meeting of shareholders on Thursday last. They did so, it is true, but who were the shareholders present? Why, three committed men (out of five), holding only 141 shares! and two other small shareholders—one holding 20 and the other 10 shares, thus making the total number of 271 shares to vote out the pursers. The mine, he it understood, is divided into 4096 shares; the absent shareholders were 3714!

Now, Sir, I ask you, and the mining public generally, is this right? Should such things be tolerated? So far as the pursers' letter being taken into consideration, I say it was a proper and manly letter, and I feel quite sure that any disinterested person will say the same. While my pen is in my hand, I say it is high time the shareholders were up and doing. For the last six and even nine months promises have been made as to profits. What is the result? Why, a loss on the last three months' working of 6784. 7s. 10d. What may the next three and future months be? At the meeting on Thursday, I stated that a call ought to be made, but it was replied "that a call had never entered the committee's head"; but I can safely affirm it will soon enter the shareholders' pockets. This is not my opinion alone, but the opinion of practical and experienced agents of long-standing, who have recently inspected the mine.—Oct. 1. PETER WATSON.

INVESTMENT IN SLATE QUARRIES.

SIR,—The preliminary prospectus of the Braich Du Slate and Slab Quarry Company has just been issued, it having been arranged to raise a capital of 20,000*l.* in shares of 2*l.* 10*s.* each. The quarries are situated in the parish of Maentwrog, held direct from the Crown, at a royalty of 1-12th. The extent of the property is two acres, and it is estimated that 50 tons of slates and slabs may be turned out weekly. A peculiar arrangement with regard to the issue of shares has been made, which, however, beneficial it may prove to the first shareholders, presents a serious obstacle in the event of capital beyond the first subscription being required. In the first instance, 500 shares only are to be issued, and the holders of those shares are to have the power to issue the remainder at their discretion; this is a system which has given universal satisfaction on the Continent, as it enables those who first embark in the speculation to obtain a larger proportion of the profits if success attend their operations, and admits of additional capital being obtained if it be apparent that the prospects of the concern are as good when the new capital is required as when the previous capital was subscribed. But in the prospectus of the Braich Du Company a clause follows which cannot fail to neutralise any good that might accrue from the continental arrangement: it is provided that "in the articles of the company it will be stipulated that, until dividends at the rate of 10 per cent. be paid to the holders of the first 500 shares, and which shall be considered as preferential shares, that no dividend of profits be declared; and that the surplus profits beyond the 10 per cent. shall be divided into two equal parts, one of which shall belong to the promoters and present lessees, and the others shall be distributed as a bonus to the shareholders."

Now, I must request the promoters of the Braich Du Company to explain how their scheme can possibly work, and how the whole of the shares issued can be preferential? What preference can there be when the whole of the shares have equal privileges? and if more capital be required, who could be found to supply it upon less advantageous terms to themselves than those enjoyed by the former shareholders? There is certainly novelty in the idea, and it should, therefore, receive some attention, but the principle upon which it is to work must be more clearly set forth.—Clyd. Oct. 1. INVERKON.

Meetings of Mining Companies.

THE DALE MINING COMPANY.

A meeting of shareholders was held at the London Tavern, Bishopsgate, on Tuesday, Mr. J. PROCTER in the chair.

Mr. BRUNTON (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

A statement of accounts was exhibited for 13 months, ending June 30, from which the subjoined is condensed:—

Received on share account.....	£128 10 0
Lead sales.....	576 2 8=£704 12 8
Mine cost, June, 1857, to June, 1858.....	£2962 8 3
Commission.....	106 10 0=3068 18 3

Balance in favour of company.....£ 635 14 5

The report of Capt. Nines was then read, as follows:—
Sept. 27.—Since our last meeting operations have been carried on at the different points hereafter mentioned. In the 13*th* level three men were employed in sinking a winze below, as there were indications which led me to anticipate a deposit of lead. In June we were down 3½ fms., and commenced driving south, when we came upon a fine bunch of lead, which did not, however, hold very far. After driving 4 fms. 3*ft.* 7*in.* we began to take away the ore ground, which yielded a fair quantity, but when it became poor the men were removed to Johnson's lode. In the 20, on Johnson's lode, we have spent 17 fathoms of ground, partly in rising, partly in stopping, and partly in driving, being guided by the course of lead, which in greater or less quantities there has been throughout. The eastern stopes are at this time yielding some very good ore, and from appearance is likely to continue. The risemen are engaged at this time in driving each way on the course of the lode at back of the rise. The eastern end is producing some very good ore, but the lode in the western end is rather poor. The 20*th* level end men are at this time engaged in the eastern stopes. We began driving the 26*th* level towards the Lum in June, on the recommendation of Capt. Richards. The level has been driven up to the present 4 fms. 1*ft.* 7*in.*, and provided the Lum keeps the same underlie below the adit level as it has at that point, it should be reached in about 2 fms. more; the men engaged in this level were taken down the 32, consequently there has been nothing been done there since. In the 37*th* level the workings are the most important in the mine, because from the Pipe we expect great riches, and the workings here are for the purpose of exploring the Pipe at a deeper point than it has yet been seen. In April we were raising lead from the discovery made in this level, and in this and the following month found that the lead was going down in the bottom of the level, and that it would be necessary to sink in order to work it. The requisite work for laying additional flat-rods occupied the greater portion of May and June, during which time we sank a little on the vein, and 1*ft.* 3*in.* 4*in.* in the winze. The last stone of ore we raised from the bottom was sent up to the London office. The winze was down 8 fms. by the 4*th* of this month, since then we have been driving to cut the Pipe, and have driven 2 fms. Judging from the character of the rock in the end, we must be very near it. I still trust it will be cut in time for the meeting, as I feel confident it will prove to be the richest vein ever seen in the mine. The general prospects of the mine I consider to be very good, and by continuing the trials now onward (Johnson's lode, the 26 going towards the Lum vein and the Pipe vein), I have not the least doubt but Dale will ere long prove to be a rich and lasting mine.—R. NINES.

Mr. JAMES moved the adoption of the report, and observed that Capt. Nines was in attendance, and would answer any questions.—The resolution having been seconded, Capt. NINES, in reply to a question, said he was much disappointed that they had not cut the Pipe in the 43, which he fully hoped to do by this meeting. With the exception of the Sabbath, the men were at work night and day. They went into the mine at 12 o'clock on Sunday night, and worked until 12 o'clock on Saturday night. He should not be surprised if they had cut it by this time, and the consequence would be they would have a very rich lode.

A SHAREHOLDER enquired whether the mine was paying its expenses?

Capt. NINES replied it was not at present, but he had no doubt it would do directly the Pipe was cut. They had precisely the same indications as in the Ecton Mine.

A SHAREHOLDER considered it would be satisfactory to the shareholders to send round an intimation when the Pipe was cut.—Mr. BRUNTON said it was his intention to forward the information as soon as possible after he received it.

Mr. JAMES said the instant the directors knew of anything of importance it would be forwarded to the shareholders.—The report was then unanimously passed.

The CHAIRMAN proposed that the statement of accounts be taken as read, and approved and passed.

Lieut. WATSON objected to the accounts being passed whilst the item remained of 1000*l.* for the New York engine. He contended, at some length, that they had no right to pay for it, and moved as an amendment—"That the accounts be not received until a satisfactory explanation be given of the 1000*l.* charged for the engine, &c., at the New York Mine."—Mr. SCOTLAND seconded the amendment, and upon a show of hands six were in favour and four against.

The CHAIRMAN said although they could carry it by a large majority if the votes were taken in accordance with the Articles of Association, he should not act upon it, but allow the amendment to be carried.

Lieut. WATSON said he should propose a resolution that the opinion of counsel be taken as to whether they were liable for the agreements mentioned in the Articles of Association.

The CHAIRMAN observed that the directors were the largest holders, and of course if they could get rid of the amount they would be proportionately benefited. He was quite willing the opinion of counsel should be taken, and in fact Mr. Watson was only taking the matter out of his hands, by proposing in other words what he had suggested.

Mr. JAMES said if the Pipe had been cut all these differences would have been settled, as he believed they would have one of the richest mines in the kingdom.

Lieut. WATSON proposed that three shareholders should confer with the directors in assisting to draw up the case for the opinion of counsel.

A SHAREHOLDER considered that there was no necessity for a committee. The question was very simple.

Mr. STUBBS (the solicitor) would prefer having a committee appointed, as being more satisfactory to all parties.

Lieut. WATSON then moved the following resolution:—"That, in order to ascertain

whether this company are liable for the 1000*l.* claimed for the machinery at New York Mine, and also for certain covenants and agreements made by the vendors of the Dale Mine amongst themselves in the years 1855 and 1856, it is the opinion of this meeting that the directors should forthwith take the opinion of counsel as to the liabilities of the present company under the said covenants and agreements, and that a committee of three shareholders be named to confer with, and assist, the directors and solicitor in drawing up the case.—Mr. STUBBS seconded the resolution, which was unanimously carried. The CHAIRMAN said it might be sufficient to intimate on the present occasion that the directors must make a call of 2*s.* 6*d.* per share in a short time.

A vote of thanks to the Chairman terminated the proceedings.

RIBDEN MINING COMPANY.

The board of directors of this company held their first meeting on Wednesday, at the White Hart, Alton; Mr. J. Smith Richmond, the Chairman, presided. The other directors, Messrs. J. Bourne, Gillespie, Phillips, Weston, and Holmes, with the solicitor, Mr. Daniel; manager, Capt. Nines; and Mr. Brunton, attended. Before commencing the ordinary business several of the directors visited the mine, and examined into the progress of the works, and returned well satisfied with the exertions of the manager and workmen since the last meeting, on Aug. 31, and produced several extraordinary fine specimens of copper ore extracted from the mine during their stay. The manager explained his views as to the future working of the shafts, and reported that he was now sinking upon a lode 4*ft.* wide, at the bottom of the old shaft, 12*in.* of which was composed of the very finest copper ore he ever saw produced from any mine in the kingdom. In fact, he considered there was nothing to equal it either in Devon or Cornwall; and he expressed his confidence in the opinion already given, that the further this lode was followed the ore would increase in thickness and improve in quality, and at the same time he should be intersecting other lodes equal, if not superior value. Considering the short space of time, only since March last, that it has taken to develop the resources of this valuable property, it would seem almost incredible that such a mine of wealth should have been so long unexplored. The directors gave the requisite instructions for the completion of the dressing-floors, surface drains, and other works, so far as to add to the comfort and convenience of the workmen employed, and to provide, as far as practicable, against the surface water penetrating into the mine, which, judging from present appearances, was considered to be highly improbable. Before the next meeting of shareholders, which is fixed to take place at the White Hart, Uttroeter, on Wednesday, Oct. 27, the manager stated, most confidently, that the mine will have yielded some tons of ore of several hundred pounds value. Altogether the proceedings at this meeting were of such an unexpected and satisfactory character that the directors could not separate without congratulating the neighbourhood upon the prospect of adding so much real benefit, by the regular and constant employment, at good wages, of a numerous class of able bodied workpeople, which the speedy development of the property is calculated to afford. Upwards of 2740 additional shares were applied for before the meeting broke up.

WHEAL EDWARD MINING COMPANY.

The quarterly meeting of adventurers was held at the offices of the company, Austin-riars, Mr. J. E. MATTHEW in the chair.

Mr. EDWARD KING (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

A statement of accounts was exhibited, from which the following is condensed:—

Balance last audit.....	£ 22 5 3
Ord.....	1513 10 11=£1535 14 10
Mine cost May, June, and July.....	2191 18 9
Balance in favour of adventurers.....	£ 43 16 1

The following report was then read:—
Sept. 28.—Since the last general meeting in June, the diagonal shaft on the north lode has been sunk 4 fms. 6*in.*, and should the ground continue as favourable as at present we shall reach the depth required for driving an 82 fathom level by the middle of October.

About 9 feet above the bottom of the shaft we cut through the lode, which showed very favourable indications, being from 3 to 4 feet wide, composed of capel, quartz, munda, and spots of copper ore. The winze which is now being sunk below the 71 east is down 4 fathoms 1 foot, the lode in which is from 4 to 5 feet wide, composed of capel, quartz, peach, pruit, munda, and copper ore, and will produce from 4 to 5 tons of ore per fm. A good-looking lode. The 71 west has been extended 9 fms. 3*ft.* 6*in.* the lode has generally been small, and produced rich stones of ore in places; the end is now within about 6 fathoms of a cross-course, to the west of which there is a good ore lode in the level above; the character of the ground is good and easy for progress. In the 62 east there has been a cross-cut driven south 6 fms. 2*ft.*, at which point we intersected a branch 8*in.* wide, and opened on its course 2 fms. 1*ft.* 10*in.* west, but which we found to be of no value. The 52 west has been extended about 12 fathoms; 4 fathoms behind the end we passed through a cross-course 6 feet wide, of a favourable description, but the lode has not been found valuable yet; there is, however, a good change in ore character, and in prospecting good ground for ore is present, and judging from the character of the ground, and the general indications, I am of opinion that a productive lode will be found when the end gets into more settled ground, which at present is in a disordered state, owing to the influence of the cross-course. In the 52 east a cross-cut has been driven south 9 fms. 1 foot 6*in.*, and several small branches have been discovered, but nothing worthy of being driven on at present.—South Lode: The engine shaft has been sunk 2 fms. 1 foot, and divided from the 61 to the 71, plat, &c., cut in the 71, and the level driven east 12 fms. 3 feet 6*in.*, and west 7 fms. 1*ft.* The eastern level is driven through a paying lode from shaft, and the end will produce about 1½ ton of ore per fm. present. In the 71 west the lode for the first 1½ fathoms produced about 2½ tons of ore per fathom, at which point the lode became less productive, producing stones of ore occasionally, in which state it continued to within about 3 feet of the present end, where it is again changed for the better, and is now worth 1 ton of ore per fathom, and looking promising for further improvement. Beer's winze has been sunk 2 fathoms, and communicated with the 71; this winze went down through a paying lode the whole distance. Sleeman's winze has been sunk 7 fms. 1*ft.* 6*in.* below the 61 west, the lode for the first 6 fathoms yielded 3 tons of ore per fathom on the average, but is not so productive at present, yielding a little saving, but not to value the 61 west, the lode has been extended 7 fathoms 1 foot through a lode varying in size from 1 to 3 feet wide, which looks promising at times; the lode in the end is about 1½ foot wide, poor, but not unlikely to change ere long. We have resumed driving the 61 east, which has been extended 1 fm. 4 feet, the lode in which is about 3 feet wide, carrying a leader of munda and ore about 8*in.* wide on the foot wall—saving work. We have put a winze through from the 50 to the topes in the back of this level, since which we have been stopping east and west of the winze from the bottom of the 50, as we find it cheaper working; the lode is worth about 3 tons of ore per fathom in each stop. There have been 7 fathoms of ground opened between the 40 and 50 for the purpose of ventilation, which is complete, and the other winzes also have been communicated. We have good air through the mine. In remarking on the last quarter, I beg to call your attention to the estimates and actual returns, which, I regret to say, are very much behind, owing to the continued ill-success and disappointments in the tribute department on the north lode, combined with the ends, shaft, &c., not having made any returns against the cost of working; also having had a great deal of expensive work to do on the south lode, in making the necessary communications for opening up the ore ground. The standard has also been against us. In describing our present position, I would first of all point your attention to the tribute department on the north lode, which is very limited at present, the produce of which will be but little over 20 tons of ore for this month, and we cannot look forward for a much larger quantity to be raised in October without fresh discoveries. The south lode is, however, getting into an economical state of working, and I consider we can return 70 tons of ore per month from this part of the mine for many months to come without fresh discoveries being made; and if the ore hold down in the winze which is now being sunk below the 71, on the north lode, we may calculate on returning about 85 tons per month from the tribwork operations, which, together with other resources, will form an estimate of about 150 tons per month. 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Mr. KING said, since the report had been received the following letter was sent by Captain East:—

Sept. 28.—In writing my report for the meeting, I have very carefully gone into all matters respecting the present position of the mine, and I have no doubt on my mind of having abridged everything in connection with the returns, as of late I am fully aware that the estimates have not come up to the mark by a long way, and a succession of these things is, no doubt, painful to the shareholders; but at the same time I exonerate myself from having said anything wrong, according to judgment and conscience. The great falling off in the returns of the mine during the last six months was perfectly a matter of uniformity, and an occurrence which, as far as I am concerned, may now be seen from the quantity of ground which is opened up in the different parts of the mine that held out better hopes of success during the opening up than has ever been obtained as yet. The south lode has turned out very satisfactory, generally speaking, and I have no doubt of the north lode becoming valuable again yet, but we have some dead work to do for a few months to come, which is very necessary to be carried on as fast as possible, as I cannot but think that good results will ultimately be obtained, when the points are arrived at. There is another subject which I beg to call to your notice, relative to the plan on which the mine was laid out for future working—that is, that the mine was laid out with a full expectation of having the advantage of the adit level, in consequence of which a great deal of expensive work has been done, with a view to turning away the water for the purpose of relieving the pumping-engine of 70 fms. of pitwork before sinking the diagonal shaft below the 71, which, after all, proves to be labour and cost in vain, which is a matter of regret, as if we had known that the use of the adit would not be allowed by the Wheal Arthur Company, before this work was done the diagonal shaft would have been down to the 82, and the level driven back under the ore ground ere this. All these things have had a tendency to weaken our position for the time; still I am of opinion that there will be no necessity of calling on the shareholders for money to carry on the operations, and I trust that by another meeting we shall have made some good discoveries.

A resolution was then proposed that the report and accounts be received and passed.

Mr. FETTER WATSON wished to know the quantity of ore they had raised for the last month, and if it had been a sad disappointment to all of them?

Mr. KING replied, it may they had 89 tons, in June 118 tons, and in July 93 tons.

Mr. WATSON said, at the last meeting Capt. East reported that he should sell 125 tons of good quality ore, instead of that it was only 89 tons. The next sale was for five weeks, 118 tons, and the third, four weeks, 93 tons, and there was a depreciation both in quality and quantity. They were in such a position that he thought they ought to make a call at this meeting.

Mr. KING said the committee held one-fourth of the mine, and if never entered into their heads the making a call. In the last month they had only lost 80*l.*, and in September and October they fully expected to pay cost.

Mr. ROWLANDS, as a member of the committee, was satisfied they would not want a call.

The CHAIRMAN said the adventurers need not be under any apprehension for the next three months, and if a call should be required it would be quite time enough by the next meeting.

Mr. WATSON said there were several points of importance to come off in the mine, which he hoped would prove satisfactory.

Mr. McALLAN considered it would be very hard upon the large shareholders to make a call, which was quite evident it was unnecessary.

Mr. KING reminded them that at the last meeting they were negotiating with Wheal Arthur the adventurers so anxious to obtain a concession to obtain a deep adit level, and he (Mr. King) had been requested to write to the pursers on the subject.

The CHAIRMAN read the letter from Mr. King, and the reply by Mr. Wm. Watson,

which he (the Chairman) stated was not couched in terms fitting a servant of the company. He had lost all confidence in Mr. William Watson, when he believed had acted against the interest of the adventurers.

Mr. McALLAN considered it rather a singular letter from their own pursers. It was quite evident one man could not serve two masters.

Mr. KING read the minutes of a meeting held in 1856, at which the Chairman of the Wheal Arthur Company was present, and upon that occasion it was agreed that the matter should be left to arbitration.

Mr. PETER WATSON said Mr. Wm. Watson had nothing to do with the underground works, he was only pursers.

Mr. POWELL could not see how Wheal Arthur could suffer by the communication. Mr. McALLAN moved, and Mr. J. B. Low seconded, a resolution that Mr. W. Watson, the pursers, be forthwith dismissed.—The resolution was carried with one dissentient.

A vote of thanks to the Chairman terminated the proceedings.

LONDON AND VIRGINIA GOLD AND COPPER MINING CO.

A meeting of proprietors was held at the office of the company, Lime-street, on Wednesday, Mr. J. H. CLEMENT in the chair.

Mr. ANDERSON (the secretary) read the notice convening the meeting.

The CHAIRMAN stated that the meeting was called for the purpose of confirming the resolution come to at the meeting on the 19*th* of last month, to dissolve the company, but it was found that certain matters had to be done which made it expedient to adjourn.

Mr. WARREN said it was proposed at the last meeting that they should, on the present occasion, pass a resolution to absolutely wind-up the concern, but it was found that such a course would take away the power from the directors, which was not desirable in the present state of their affairs. By the last accounts they had received from the mine Mr. SANDERS had been in London, but was not recovered. The cattle on the estate were in bad condition, and the corn had been got in, and the assets of the company had been taken care of. Mr. SANDERS had received orders to sell the corn and the cattle if he could get a good price for them.

A SHAREHOLDER wished to know whether any operations were being carried on at the mine?—The CHAIRMAN replied that the works had been wholly suspended, and the labourers discharged.

A SHAREHOLDER supposed that nothing was anticipated by the adjournment but a dissolution of the company.

Mr. HARKER (the pursers) said it was fully intended to dissolve the company, and the only object in the adjournment was to continue the necessary power to the directors in the meantime.

A SHAREHOLDER enquired whether they had any offer for the purchase of the mines?—The CHAIRMAN replied that no offer had been received. He would now propose that the meeting be adjourned until Oct. 18.

The resolution was seconded and carried unanimously.—A vote of thanks to the Chairman terminated the proceedings.

THE LINARES MINING COMPANY.

The half-yearly meeting of proprietors was held at the offices of the company, Queen-street-place, on Tuesday, Mr. WM. WARREN in the chair.

Mr. COLOMAN (the secretary) read the notice convening the meeting, and the following report from the directors:—

The period which has elapsed since the last general meeting of the shareholders has been one of some anxiety to the board of directors, not from any failure in the mine, nor from any difficulty as formerly in forwarding the produce to the coast, but from the price in the fall of lead, affecting not only that which has been sold, but also that remaining in stock. The directors trust that the valuation which they have put upon the produce and ore held at the end of June last may be more than what it will realize, and that the gloom which has hung over the lead market during the last eight or nine months is now passing away.

The profit for the half-year ending June 30 last is materially lessened by the cause alluded to, but the directors have thought themselves justified in declaring the dividend of 5*s.* per share, owing to an increased demand, and an improved price for lead having been manifested, but they have not been able to make any addition to the reserve fund in this half-year.

The full and detailed report upon the state of the mines, sent home by Mr. J. L. Thomas, shows that a large rate of extraction of ore has been maintained, and a considerable extent of new ground laid open.

The reserves of discovered ore show a diminution from 14,400 to 14,100 tons, but it is probable that during the next six months the western part of the mine near Warren's shaft will make up for the falling off which has taken place. The directors have drawn the attention of Mr. J. L. Thomas to the necessity of deepening the mine, and steps are being taken to sink the main engine-shaft to 90*ft.* level; other shafts, especially those towards the east, are being carried down to lower levels with all due dispatch.

The supply of fuel for smelting still continues to be a matter of difficulty. The coal used in the district of Cordova are not yet worked in a way to ensure constant supply of good coal, nor is the Seville railway sufficiently advanced towards completion to enable the use of English coal yet expedient, and this has induced the directors to suspend for the present the projected smelting works at Cordova. But they have pleasure in announcing that rapid progress is making with that railway, and there is reason to believe that in less than 12 months the company will be able to obtain coal at a price nearly equivalent to that now paid for brushwood fuel at Linares.

During the last six days of June the first parcel of the company's lead reached Seville by railway, and it is now being regularly forwarded to that port for a town on the coast called Lora, which is more than one-third of the whole distance from Seville to Lora.

The cost of transport from Linares to the coast has during the half-year averaged 4*s.* 2*d.* 11*d.* per ton; it is now 3*s.* 13*d.* 4*d.*. This reduction is chiefly owing to the opening of the railway, and on the entire completion of the line we may reckon that the cost will not exceed 2*s.* 16*d.* per ton.

In pursuance of the resolution passed at the last general meeting, by which the directors were authorised to purchase certain mines then offered for sale, they entered into a correspondence upon the subject, but the sums required for them were such that the board did not feel justified in proceeding with the purchases proposed.

Mr. Bunde's report upon the smelting operations at Linares will show that the yield of lead from the ores has been equal to that formerly obtained, but that the price of brushwood fuel continues to advance. In conclusion, the directors cannot but express themselves satisfied with the prospects of the mine, though necessarily more profitable results of the works are contingent on the price realised for its produce.

A very lengthy report by Messrs. J. D. Thomas, J. Webster, Wm. Rogers, and J. Davies, was next read. After fully detailing every operation, it thus concluded:—

GENERAL REMARKS.—The development of the mines has proceeded with its accustomed regularity since March last; both in the eastern and western sections of it the latter has been vigorously prosecuted. In the former, San Jose shaft has been sunk to 20*ft.*, and connected with the main part of the mine. In the latter, Warren's shaft has been deepened to the 55, and the 45 extended east and west of the shaft. At no period of the mine's history have the tribwork operations been so extensive as during the six months ending June, 1858.

In the ensuing six months we shall probably resume the sinking of the following shafts:—Pinto Ancho shaft for 95*ft.*; San Jose for the 34*th*; Taylor for the 75*th*; Field's for the 55*th*; San Jose for the 45*th*. During the six months ending June the mine has raised and dressed 3256 tons of lead ore, or an average of 542 tons 19 cwt. per month. The reserves in the mine, removable at a moderate tribute, we estimate (a decrease of 300 tons on the estimate for the previous half-year) at 14,100 tons, and the prospects of discoveries for the ensuing six months we consider as favourable.

FUEL.—In supplying our pumping and hauling engines with fuel no difficulty has been experienced. It has been our constant study to economise this article as much as possible, and this we have been enabled to effect to a considerable extent by an admixture of pig-iron with the coal of the country. The quantity of coal consumed has been comparatively small, owing to the deliveries of oak wood in the early part of the year having been large. For the ensuing winter we are exceedingly well prepared. There are at Linares stores 232 tons of coal; at mine stores, 77 tons; making a total of 309 tons of fuel. We have also on the mines 300 tons of oak wood, which quantity we expect will be increased to 600 tons before the end of the current month, or a total quantity of fuel equal to nearly five months' consumption. Coal, however, still continues to be seriously in price, the average for the six months ending June, 1858, being 4*s.* 2*d.* 6*d.* per ton, as compared with 3*s.* 8*d.* 6*d.* per ton for the corresponding half-year of 1857. The quantity, it is not so good as formerly.

CARRI

SALES OF COPPER ORES.

COPPER ORE SOLD AT CORNWALL TICKETINGS, FOR THE QUARTER ENDING SEPTEMBER, 1858.

Mines.	Tons.	Amount.
Devon Great Consols	3	5576
South Caradon	3	1770
Forsey Consols	3	1687
West Basset	3	1830
United Mines	4	2238
South Frances	3	1363
Wheal Basset	3	1041
West Seltou	3	1198
Par Consols	3	800
South Tolgas	3	809
Alfred Consols	3	1096
Phonix Mines	3	1208
West Caradon	3	915
Wheal Clifford	3	1121
Wheal Buller	3	1230
Great South Tolgas	3	726
Tolvadden	2	568
North Roskar	2	746
North Basset	3	792
Great Wheal Busy	3	1842
Great Alfred	3	779
Wheal Friendship	3	417
Craddock Moor	3	411
Bedford United	3	638
St. Day United	2	678
Wheal Margery	2	604
Wheal Seltou	3	576
South Crinnis	3	434
Lerant	2	436
Hingston Down	2	422
Collacomb	2	378
Carn Brea	1	542
Graham and St. Aubyn	1	109
Tincroft	1	446
Trevoile	2	350
Devon and Cornwall	3	485
Wheal Edward	3	336
Pennabroke and East Crinnis	2	387
Botalack	2	116
Gonanna	2	187
Wheal Ellen	2	341
Kelly Bray	3	384
Copper Hill	2	207
West Fowey Consols	3	180
East Basset	1	106
South Wheal Ellen	2	290
West Wheal Darnell	1	237
Calstock Consols	2	236
Wheal Unity Consols	2	209
North Robert	1	146
Wheal Anna	3	241
Marke Valley	1	225
Holmshush	1	116
West Alfred Consols	2	227
Wheal Charlotte	1	129
East Pool	1	188
Wheal Agar	2	94
Sortridge Consols	1	114
North Downs	2	91
North Croft	2	171
Dolcoath	1	115
East Wheal Russell	2	87
East Tolgas	1	126
Wheal Harrow	2	91
Wheal Franco	3	133
South Croft	1	156
West Crinnis	1	100
South Crenver	2	149
Wheal Emma	1	100
West Par Consols	2	50
West Stray Park	2	72
Cambarvee Union	1	95
Rosewarne Union	1	95
West Wheal Jane	1	95
East Alfred Consols	1	28
Gawton	2	164
Clijah and Wentworth	2	53
Wheal Henry	2	33
Duke of Cornwall	2	135
Carack Downs	1	68
Perran St. George	2	93
Basset Consols	2	77
Wheal Crowdale	1	65
St. Aubyn and Grylls	2	44
Devon and Courtenay	2	63
Trebarvah	1	52
Duke of Cornwall	2	106
Treavean	1	96
Treloweth	1	54
Devon Buller	2	51
Wheal Yarnor	1	87
North Pool	1	52
South Carn Brea	1	51
Lady Bertha	2	89
Creaghbrasse	1	40
Carnwall	1	41
Rosewarne Consols	2	37
Wheal Arthur	1	54
North Bury	1	31
Hawmor	1	28
Wheal Russell	1	60
North Frances	1	27
Wheal Trehilly	1	28
Wheal Uny	1	42
Killfrith	1	20
Tretol	1	54
New Treleigh	1	33
Wheal Kitty	1	14
Belling Well	1	26
Wheal George	1	31
Kenneguy	1	30
Lewis Mines	1	15
Wheal Zion	1	24
East Rosewarne	1	18
Tavy Consols	1	23
Great Wheal Fortune	1	8
Wheal Emily	1	23
Trethellan	1	35
Virtoas Lady	1	20
Cambarvee Consols	1	25
Old Wheal Basset	1	10
Halamaning	1	11
West Providence	1	10
St. Austell Consols	1	8
West Frances	1	11
Great Hewas	1	3
Trevelyan	1	22
Wheal Tremayne	1	7
Wheal Leisure	1	16
Great Tregun	1	3
Old Tolgas	1	8
Symons's Precipitate	1	1
Wheal Trefusis	1	12
Eny's Ore	1	9
Nankivell's Duck	1	9
Fayntons Precipitate	1	1
Wheal Castle and Roswidden	1	1
Providence Mines	1	8
Carlise Mine	1	3
East Wheal George	1	4
West Treasary	1	5
Rawden's Ore	1	2
Wheal Comfort	1	5
Wheal Lushington	1	5
Hocking's Ore	1	30
Total	44,518	£242,979 8 6

COMPANIES BY WHOM THE ABOVE WERE PURCHASED.	Tons.	Amount.
Mines Royal	1924	£ 9,126 6 9
Vivian and Sons	7887	44,676 1 6
Freeman and Co.	696	2,615 5 5
G. Grenfell and Sons	5554	30,768 18 9
Crown Copper Company	513	2,429 17 1
Sym. Williams, Nevill, and Co.	4730	24,362 11 1
Williams, Foster, and Co.	8245	52,635 4 2
Mason and Elkington	5810	29,467 9 7
F. Bankart	2617	15,081 5 4
Copper Miners' Company	2978	14,229 6 9
Charles Lambert	1919	6,229 11 6
Newton, Keates, and Co.	1039	8,300 6 3
Alkali Company	367	1,755 14 3
Briton Ferry Company	289	646 10 0
Total	44,518	£242,979 8 6

MINING PRODUCE.—In 1856 there were produced in the United Kingdom 66,445,450 tons of coal, valued at the pit's mouth at 16,663,862l.; 24,257 tons of fine copper, valued at 2,983,611l.; 3,586,377 tons of pig-iron, valued at 13,845,508l.; 73,129 tons of metallic lead, valued at 1,755,096l.; 6177 tons of white tin, valued at 821,541l.; and 614,180 ozs. of silver from lead, valued at 153,470l. In 1857, 10,444 colliers arrived in the port of London, and the total quantities of coal brought to London both by sea and land amounted to 4,568,708 tons.

SALES OF COPPER ORES.

COPPER ORE SOLD AT SWANSEA TICKETINGS, FOR THE QUARTER ENDING SEPTEMBER, 1858.

Mines.	Tons.	Amount.
Cobbe	2626	£33,034 0 6
Cuba	960	10,443 14 6
Tharals	194	9,717 6 6
Springbok	171	4,510 12 0
Dei Solo	248	4,001 18 0
Wanneneooka	187	3,048 19 0
Parys	813	2,861 2 6
Walswick Bay	93	2,483 7 0
Garrucha	314	2,192 0 6
Wheal Maria	65	1,874 1 0
Great Barrier	122	1,589 5 0
Australian	30	1,213 19 0
Spanish	134	1,055 3 6
Poyatos	192	674 10 0
Rahida	145	628 2 0
Namagui	40	590 4 0
San Blas	39	568 19 0
Almeria	68	508 7 0
Carmen	37	472 13 6
Estrella	99	460 18 0
Sydney	30	364 19 0
Worthing	25	362 10 0
Wheal Friendship (South Australia)	12	240 6 0
Huelva	36	228 16 0
La Union	20	226 1 0
Nasau	8	205 0 0
Wildberg	2	130 12 0
San Fernando	2	114 0 0
Hamburg	5	92 5 0
Cape N.M.C.N.	4	90 0 0
Kamantoo	5	83 0 0
Barrow Barrow	1	13 6 0

IRISH MINES.	Tons.	Amount.
Berehaven	2247	£19,174 11 6
Knockmahon	738	11,622 8 0
Holyford	1506	685 0 0
Laxey	73	474 0 0
Bampfyde	43	426 1 6
Cronbane	15	100 6 0
Tigrony	2	56 3 0

DEVON MINE.	Tons.	Amount.
Molland	35	£ 126 0 0

REGULUS.	Tons.	Amount.
Regulus	107	£ 611 15 0
British Regulus	93	250 14 0

RECAPITULATION.	Tons.	Amount.
Foreign mines	6735	£84,416 15 0
Irish ditto	4242	35,338 12 6
Devon ditto	35	126 0 0
Regulus	200	862 9 0
Total	11,212	£121,043 16 6

COMPANIES BY WHOM THE ABOVE WERE PURCHASED.	Tons.	Amount.
Copper Miners' Company	1389	£11,228 6 9
Grenfell and Sons	1506	17,083 19 0
Sims, Williams, Nevill, and Co.	1183	14,818 3 0
Vivian and Sons	2114	25,968 14 8
Williams, Foster, and Co.	2880	29,824 11 1
Mines Royal	465	4,722 19 0
Mason and Foreign	54	2,798 17 6
British and Foreign	278	2,852 15 6
Frederick and Co.	679	8,098 17 0
Chas. Lambert	714	5,521 8 8
Total	11,212	£121,043 16 6

MINING MARKET.—We have received the following communications:—

From Mr. JAMES CROFTS:—It is difficult to adapt remarks to meet the peculiar condition of the mining market, since all reasoning powers appear to be at fault to account for, or explain, the continued depression therein. On the contrary, the abundance and cheapness of money is making itself felt in the rise in the funds, and in almost every class of railway property, the result of which will be to advance those channels of investment to an unsafe limit, which will be the sign of seeking investments in other quarters, and, possibly, first of all in mines. The effect of this state of things upon the market has been, however, to still further depress the value of shares, and, some notably lower rates must this week be recorded in the columns of the market cannot now, if not to a certain extent, be ascribed to the very lowest point of the market, but, probably, serious losses have been incurred, be far off, and were it otherwise than that, the commencement of the present year, there can be no doubt that the reign of a sounder state of things would be that of the present moment; whilst a comparison of ruling prices for shares, at the period above mentioned, must convince both the sceptical and the timid, that so large a percentage has already been deducted from the most favorable of stocks, whether dividend or progressive, that much further depreciation is simply a matter of impossibility. On another occasion, the writer will endeavour to reduce this question to a more tangible form, by giving a tabular view of the former and present value of some leading mines, which may better aid capitalists to form a judgment upon the most eligible moment to recommence investments in mining shares.

We give the following information just as received. North Dolcoath is in 5000 shares, and adjoins the celebrated Old Dolcoath Mine. A lode of silver has been discovered worth 1500l. per ton. The shares were issued lately at 15s. per share, and have risen already 600 per cent. In North Mines, of which we gave some statistics last week, the lead lode is worth 12 tons per ton, and the shares, issued at 2l. 10s. per share, have already risen 100 per cent. We answer a question asked by our readers, that the capital already raised is 2500l., out of which 2000l. has been paid for the mine and materials, and 500l. is reserved for the workings. If mining be, as it is often described, a "lottery," the above are two of the prizes developed in one week.

At two mine meetings held on Thursday last—Wheal Edward and West Caradon—much dissatisfaction was expressed at the management in the country; and in the former the purser was summarily dismissed from his office, for, as the report of the meeting states in a daily paper, writing an intemperate letter. The purser in question had filled the office many years, the laches complained of ought to be of a very grave character to justify a dismissal by the vote of shareholders holding under 300 shares out of 4096, although it is understood they included the votes of the committee, who may, by the rules, possess the power they have exercised. Strong opinions are expressed on both sides the question, into a discussion on which the writer does not enter. Regarding the second case, that of West Caradon, the shares have benefited largely by the discussion at the meeting on the species of management to which the mine has been long subjected, having risen from 80l. to 102l. 10s. buyers. It may be considered for the benefit of mining that shareholders should be found interesting themselves seriously in the management of mines, and especially that portion of it which, being carried on at the mine, gives large powers to pursers and agents, without the power of the shareholders to intimate acquaintance with the parties, he would advocate any participation, having in this case, as in the former, the writer disclaims any personal bias, and would rather see the management of mines where needed, and thus mitigate or abolish an item of complaint constantly recurring at meetings of shareholders.

The Great Wheal Busy Mine, in 6000 shares, has expended a capital of about 54,000l., being 9l. per share paid-up, and has machinery on the mine valued at about 30,000l. The costs are about 2500l. per month, and number of miners and others employed, depth of workings, 100 fms. below adit. Considering that the ore sold for last month (August) was now at about 60 per cent. discount, and were lately at a still greater depression. It is probable that capitalists fear further heavy calls, or apparently the shares are a safe investment; considering also that the situation of the mine is in Gwennap district, one of the most important in Cornwall.

The best report yet received from Catherine and Jane Consols is that of the present week, there being 72 cwt. of lead in the different ends, &c., per ton, indicating the probability of the sales amounting to 15 tons a month, and which, at the present depressed price of lead, would leave profits towards dividends. The further indications of an intimate acquaintance with the parties, he would advocate any participation, having in this case, as in the former, the writer disclaims any personal bias, and would rather see the management of mines where needed, and thus mitigate or abolish an item of complaint constantly recurring at meetings of shareholders.

THE NORTH WALES MINING DISTRICT.—We have to note a considerable improvement in the coal trade during the week. The works at Brynmawr, the Vron, and Ruabon, especially, being exceedingly brisk, and the men fully employed. Comparatively speaking, there is a tolerably large amount of business doing at the other collieries in the district. The trade in iron castings and pipes is good at Brynmawr, and the demand for pigs is somewhat improved. At present rates, there is no disposition to press sales, while prices remain firm. The ironworks at Ponkey are about to be commenced, under the management of Mr. Jukes, who is one of the principal proprietors of the works. Fourteen pits, containing iron ore and coal, have been opened, and the branch railway from the main line adjoining the Old Brandy Colliery is now complete. The very best iron, in former years, was made at these works. At Acrefield, and all the works belonging to the New Brandy Iron Company, trade is flourishing. At their new monster pit, near Ruabon, they have already sunk about 220 yards, and passed 18 seams of coal. A fine new winding-engine is being placed near the pit. Two new locomotives are now employed at Brynmawr and Broughton Hall Works, to supersede horse labour, and they promise to be of great practical utility. The Ruabon Coal Company (at whose works trade is brisk) have recently erected a new engine.

LEE MOOR PORCELAIN WORKS.—The *Plymouth Journal* gives a very interesting detail of the opening of the new railway at these works on Friday. It consists of three lines of rails; but about half-way down the incline there is a short divergence, where there are four lines of rails, and here the up and down carriages make a short divergence to pass each other. After the railway had been formally opened the company partook of luncheon. The clay that will now be regularly introduced to the market is of the finest quality, and it was the only English clay that was noticed by the jury of the Great Exhibition of 1851.

FOREIGN MINES.

ALLEN AND QUENANGAN MINING COMPANY.—P. Wilson, Sept. 8: Estimated price for August:—

Mines.	Ore.	Per cent.	Copper.
Balpas	Tons 25-30	5	1-250
Old Mine	35-50	4 1/2	4-275
United Mines	20-30	5 1/2	1-100
Michel's	6-10	8	0-480
Quenavig	10-20	8	0-600
Thomas's	7-10	8	0-630
Quenangan	48-50	9 1/2	4-400
Total	Tons 209-50		12-735

At Balpas, owing to the poor quality of the ore raised, there is no improvement in the produce for August, but one of the stopes over the 20 fms. level, and two workings over the 10 fms. level, each on one of the small tortuous lodes, are at present yielding good work that we have had for the last six months, and if the lodes continue to expand, an increase in the present low production will result. At Old Mine, the lode in the deep winze No. 1, which for a few fathoms was contracted and nearly barren, has now assumed another character, yielding fully 2 1/2 tons of ore per fathom, and daily increasing in size. We have probably here reached the beginning of a new course of ore, in the stopes the lode looks fully as well as last month, and there being less muddle the ore is of a better quality. The pit for No. 3 winze, in search of the lode after crossing the strike, is nearly prepared, and the sinkers will begin this week. In the cross-cut from the shaft adit, towards the west lode, we are this week raising saving work, but as we know the west lode to be several fathoms ahead we consider the present either as a new lode, or more probably only a small branch in the vicinity of the side on which the cross-cut is driven. At United Mines, the lode in the winze under the 40, in Ward's Mine, is improving in depth, and we hope, unless a further influx of water occurs, to open up some paying ground under this level. The tribute pitches here, and in Ward's, still continue to remunerate the labourers. At Michel's, Thomas's, and Quenavig, 18 miners are employed raising ore on tribute, and at terms tolerably profitable to us. There has been no decided improvement in any of these pitches since last month. At Quenangan Mines, the new drawing shaft being now at work, we are again able to resume the slope under the 10 fathom level, and bring the ore to grass, the present eastwards shows the lode to be richer in that part than we have expected. The slope westward is yielding 3 tons of 10 per cent. ore per fathom, and 20 fms. further west the winze towards the 20 is on a lode with a fair mixture of purple and yellow ore. Three small, though productive, lodes have been intersected by the cross-cut from lode 1, towards lode 10, though the cross-cut has only been driven 4 fms. A new lode has been discovered, and is being explored from the surface. The old workings on C lode being found full of ice instead of water, will yet require a few days for clearing them.

FORTUNA MINING COMPANY.—Sept. 20: West of Taylor's Engine-Shaft, in Canada Inco Mine: The lode in the sixth level, east of Adida's shaft, has not yet been raised; it is carrying a well-defined north wall, and is producing some good stones of ore, but not to value. The lode in the fifth level, east of La Gloria winze, is worth 1 ton per fathom, and still retains a very promising appearance. The fifth level, west of Bon Brecho, is producing a little ore, but not to value. The fourth level, west of Kennedy's Mine, is worth 1/2 ton per fathom, and is of a more promising appearance than formerly.—East of Taylor's Engine-Shaft: The ground in the fourth level, east of Kennedy's Mine, is still very hard; the lode is producing some good stones of ore, but not to value. The third level, east of Kennedy's shaft, is worth 1 1/2 ton per fathom.—Winzes and Shafts: The lode in Clavel's winze is split in two parts by a horse of granite, but still it is of a very promising character, and worth 3 tons per fathom. We shall shortly complete this shaft to the first level. The lode in Tomas's winze is composed of decomposed quartz, and is spotted with ore throughout. The third level, east of Kennedy's shaft, is entirely drained towards the shaft, which has enabled us to resume the sinking of the lode; the lode is at present very promising, and worth 1 1/2 ton per fathom.—Los Salinos Mine: The ground in the third level, west of Alvin's winze, is still small, and worth 1/2 ton per fathom. The lode in the third level, east of San Gabriel shaft, has greatly fallen off of late, and is worth 1 ton per fathom. The lode in the second level, east of Colofan's winze, is worth 1/2 ton per fathom.—Winzes and Shafts: Barrinevo's winze is communicated to the second level. The lode in Martinez winze is regular, and worth 1 ton per fathom. Morris's engine-shaft is worth 4 tons for the whole length of the shaft, 11 fms. Colgan's shaft is communicated to the second level by a cross-cut, and we shall soon commence sinking it for a third level, and the lode will be shortly into it. The new shaft, east of St. Paul's, will soon be down to the floor of decomposed granite. We are also making every necessary preparation for sinking a new winze under the second level, 41 varas west of Alvin's winze.

LINEARES LEAD MINING COMPANY.—Sept. 20: West of the Engine-Shaft, on the South Lode: The ground in the south cross-cut, in the 85 west, is still very hard, but we hope we are getting near the main part of the lode. The lode in the 75, west of Carillo's winze, is small, worth 1/2 ton per fathom. The lode in the 65, west of the shaft, is very large and promising, worth 6 tons per fathom. The lode in the 41, west of the shaft, has greatly improved, and is worth 1 1/2 ton per fathom. The lode in the 31, west of Ceclio's winze, is regular, composed of soft granite, quartz, and spotted with ore throughout.—East of the Engine-Shaft, on the South Lode: The lode in the 85, east of the shaft, is large and promising, and worth 1 ton per fathom. The lode in the 75, east of the shaft, is regular, and producing some good stones of lead ore, but not to value. The lode in the 65, east of the shaft, is of a more promising appearance than formerly, and is worth 1 ton per fathom. The lode in the 55, east of the shaft, is both small and hard, composed of granite and quartz, and is still small and unproductive.—North Lode: The lode in the 65, east of the shaft, is still small and unproductive. The 65, east of Taylor's shaft, is worth 2 tons per fathom. The lode in the 65, west of Taylor's shaft, is rather small, and not of a promising appearance at present. The 45, east of Games cross-cut, is worth 1/2 ton per fathom. The 55, on the south branch, east of Games winze, is worth 2 tons per fathom. The 55, on the south branch, west of Games winze, is worth 1 1/2 ton per fathom.—Field's Lode: The 45, east of Field's shaft, is worth 1 ton per fathom. The 20, east of Field's shaft, is worth 1 1/2 ton per fathom. Winzes: The lode in the 75, west of the shaft, is of a more promising appearance than formerly, and is worth 2 tons per fathom; this winze is suspended by the consequence of a large increase of water. We expect the 75 and west to drain this winze shortly. Moravia winze is worth 1 1/2 ton per fathom; lode regular and well defined. Gwellermo's winze is worth 1/2 ton per fathom, the lode large and well defined. The lode in Luis's shaft has greatly improved in its character of late, and is worth 1/2 ton per fathom. The lode in Lineares winze is very large and promising, and worth 1 1/2 ton per fathom. Don Juan's winze is worth 1/2 ton per fathom, lode regular, but small at present. Madrid winze is worth 1 1/2 ton per fathom. Pantista's winze is worth 2 1/2 tons per fathom; this winze is down to the 65, and we are driving east and west from the same; lode worth 3 tons per fathom. Lupion's winze is communicated to the 45. Don Enrique's winze is worth 1/2 ton per fathom.

COFFEE DAY 2011

By extending this and about 8 fathoms further west we shall intersect the channel where we expect a great chance for the better. We shall now commence to sink a new shaft on the Tolvadden lode, where we expect to meet with copper, from the apex to the base of the lode. We hope to complete the adit in a week or so, and when done shall at once put men to drive east and west on the course of the lode. I am happy

[illegible]

to be an to the 22 east, the lode is looking very kindly, and I have no doubt but that we shall have a good lode in the end. The lode in the 22 east is looking very well, it is about 1 ft. wide, good work, and better than when I wrote you last week; we estimate it to be worth 50¢ per fin.—there were 2 fms. 1 ft. 6 in. driven last month, and I calcu-

per ftm. The lode in No. 3 winze, sinking below the 40, is 2 feet wide, producing 6 or 7 cwt. of lead per fm. The lode in the 30, south of said shaft, is 1 ft. wide, producing some good lumps of lead. The sinking of Nant shaft is suspended, in consequence of water, and the men placed to rise in back of the 20, against the said shaft, where there

different cross-courses and an elvan course. The ground in the cross-cut, driving on from No. 1 adit shaft, continues much the same—driving by six men, at 5*l.* per fin.

WHITFORD.—J. Trevelyan, Sept. 29: We are still without change at the shaft.

At Swansea Ticketing, on Tuesday, 2199 tons of ore realised 26,592.1s. Of the British mines—Berehaven sold 524 tons, for 5553.16s. 6d.; Knockmahon, 248 tons, 2181.11s. 6d.; Parys, 103 tons, 3297.12s.; Bannfyle, 13 tons, 4307.13s.; total, 888 tons, 6145.13s. The foreign ore was—Cuba, 524 tons, 5310.16s.; Cobre, 263 tons, 4046.5s. 6d.; Del Soto, 183 tons, 2220.11s.; Great Barrier, 122 tons, 1589.5s.; Estrella, 99 tons, 4601.18s.; Garrucha, 98 tons, 6917.18s. 6d.; Tharsis, 77 tons, 2673.18s.; Walwich Bay, 75 tons, 2053.4s.; Sydney, 11 tons, 152.18s.; Namagua, 10 tons, 132.14s.; San Fernando, 2 tons, 114.2s.; total, 1311 tons, 20,446.8s. The next sale will comprise ore from Cobre, Springbok, Parys, Chaparrita, Ramsey, Spanish, Bannfyle, Westcott. The particulars of the sale on Tuesday were—Average standard, 104.5s. 6d.; average produce, 134; average price, 11.7s. 8d. The 888 tons of British ore (produce 81-16th) were bought at a standard of 120.0s. 6d., equal to 61.18s. 6d. per ton of ore. The 1311 tons of foreign ore (produce 81-16th) were bought at a standard of 99.12s., equal to 15.5s. 6d. per ton of ore. Comparing the results of the sale on Tuesday with that on Sept. 14, the advance has been in the standard 2.5s., and in the price per ton of ore about 2s. 10d.

In the Coal Market, during the past week, great activity has prevailed, and although there has been a very brisk demand no decrease has taken place in the price, in consequence of the supply being so much larger than it has been for some time past. During the first two market days 261 ships were placed on the market, of which number only 51 were left unsold. Yesterday, the number of ships at market was only 69, of which number 58 were sold; the closing prices being—Best Wall's End, 17s. 6d. to 18s.; best seconds ditto, 15s. 6d. to 16s.; manufacturers', 13s. to 14s.; Hartley's, 14s. 6d. to 16s.; and steam qualities, 21s.

COAL CONTRACTS.—The St. George, Hanover-square, Bath and Wash-house Commissioners require a six months' supply of Welsh Coal, Newcastle large and small Coal, and Coke.

The Contract for Supplying Coals to the Holborn Union was taken at—Walsend, 18s. per ton; and coke, 11s. 6d. per chaldron.

In SALTPETRE, during the past week, there has been only a moderate amount of business doing, the total quantity of Bengal salt being 2450 bags. No alteration from last week's prices has taken place, the latest quotations being—31 per cent. refraction, 46s. 6d.; 6 per cent. refraction, 45s. 8d.; 8 per cent. refraction, 48s.; 12 per cent. refraction, 42s. 6d.; 842 bags of Madras, 19 to 14 per cent. refraction, sold at 40s. to 40s. 6d.; and 450 bags of Bombay, refraction 17½ to 15½ per cent., realised 42s. per cwt. The quantity landed last week was 128 tons; delivered, 215 tons; leaving in stock, 3225 tons, against 6340 tons in stock this time last year.

The following dividends were declared during the month of September:—

Mines.	Per share.	Amount.
Devon Great Consols	47 0 0	£7168 0 0
Wheat Mary Ann	2 5 0	2904 0 0
South Canadian	8 0 0	2948 0 0
South Wheal Francis	4 0 0	1984 0 0
West Basset	0 6 0	1800 0 0
Tincroft	0 5 0	1500 0 0
Wheat Buller	5 0 0	1280 0 0
Cwmystwith	5 0 0	640 0 0
Pulberron	0 7 0	620 4 0
Wendron Consols	1 0 0	512 0 0
Graubier and St. Aubyn	2 0 0	486 0 0
East Pool	2 10 0	320 0 0
Craddock Moor	0 5 0	265 15 0
Boscawell	1 0 0	240 0 0
English and Australian	0 2 6	877 15 0
Total		£22,943 14 0

At South Canadian Mine meeting, on Tuesday, the accounts showed—Balance last audit, 2553.3s. 10d.; ore sold, 8019.10s. 10d.; income tax received, 557.5s. =10,377.18s. 11d.—Mine cost and merchants' bills, May and June, 5539.18s. 4d.; leaving balance in favour of adventurers, 5088.0s. 7d. A dividend of 2048.1s. (per share) was declared. The net profit on the two months' workings was 2534.16s. 9d. After payment of 5435.4s. 4d., for additional machinery, the balance carried to next account was 2504.16s. 3d. Capt. Peter Clyno reported that the prospects continued to be very good, and that they were fully keeping up the reserves.

The Cwmystwith Lead Mine paid a dividend of 5s. per share on Sept. 16—making 14s.7d. already paid on each 60s. share.

At Wheat Buller meeting, on Sept. 21, the accounts showed—Balance last audit, 1477.6s. 7d.; copper ore sold, 4518.4s. 5d.; tinastoff sold, 490. =6475.11s. —Mine cost, July, 1251.0s. 11d.; Aug., 1250.0s. 3d.; income tax, 75s.; merchants' bills, 944.16s. 11d.; dues, 312.7s. 9d.; leaving balance in favour of mine, 2902.5s. 2d. The profit on the two months' working was 1514.18s. 7d. A dividend of 1290.1s. (per share) was declared, and 1712.5s. 2d. carried to credit of next account.

At South Wheal Tolgus meeting, on Tuesday, the accounts showed—Balance last audit, 2861.8s. 7d.; ore sold, 2770.1s. 11d.; =3631.9s. 6d.—Mine cost, July and August, 1680.5s. 2d.; merchants' bills, 5457.2s. 2d.; leaving balance in favour of mine, 811.7s. 2d. The profit on the two months' working was 544.18s. 7d. A dividend of 764.11s. 10s. per share was declared, and 634.7s. 2d. carried to the credit of the next account.

The Polberron Tin Mine (St. Agnes) paid a dividend of 7s. per share on September 23.

At West Canadian Mine meeting, on Thursday (Mr. P. D. Hadow in the chair), the accounts showed a balance in hand of 1279.18s. 11s. The captain stated that the mine was very much improved, and that a good profit would be made in the ensuing two months. The report and accounts were adopted, and Messrs. Thomas King, Boyle, and Munday, appointed to join the present committee of management, and authorised to effect whatever reforms they may think necessary for the benefit of the adventurers.

At Devon Wheal Buller meeting, on Sept. 25 (Mr. S. E. T. Carpenter in the chair), the accounts showed—Ore sold, 2167.17s. 10d.; carriage, 27.18s. 6d.; =2194.35s. 6d.—Balance last audit, 737.19s. 5d.; mine cost, for May, 194.9s. 11d.; June, 129.14s. 8d.; July, 173.15s. 5d.; Stannaries Office, secretary's salary, interest, &c., 587.0s. 8d.; leaving balance in bankers' hands, 527.5s. In the estimated accounts of assets and liabilities the balance against the mine was 659.2s. 10d. A dividend of 4s. per share was made. A resolution was passed that the secretary do immediately hand over the names of all shareholders in arrears to the merchants, for the purpose of proceedings being taken against them for the recovery of the same. Sir Anthony Buller relinquished the dues, amounting to 37.13s. 3d., requesting that out of the amount, if the meeting agreed to the same, 10s. be given to the widow of the late Capt. Wm. Neill. It was resolved unanimously that the best thanks of this meeting be given to Sir Anthony Buller for his liberality, and that the secretary do pay Mrs. Neill 10s. accordingly. Captain Francis Bonnetts, jun., reported favourably on the general prospects of the mine.

At East Basset Mine meeting, on Sept. 23, the accounts showed—Ore sold, 1832.1s. 9d.; tinastoff, 514.13s. 6d.; =2346.3s. 5d.—Balance last audit, 1837.2s. 6d.; mine cost four months ending August, 1262.2s. 4d.; merchants' bills, 727.15s. 7d.; =2059.37s. 11d.; leaving balance in favour of the mine, 287.0s. 11d. The profit on the four months' working was 1871.1s. 5d. Capt. W. Nan-carrow reported upon the prospects of the mine.

At Wheal Edward Mining Company meeting, on Thursday (Mr. J. E. Mathew in the chair), the accounts showed a balance in favour of the adventurers of 49.15s. 10d. A resolution was passed dismissing Mr. Wm. Watson from the office of purser. The proceedings are fully detailed in another column.

At the Dale Mining Company meeting, on Tuesday (Mr. J. Procter in the chair), the accounts showed a balance in favour of adventurers of 633.14s. 5d. The Chairman intimated that it would be necessary shortly to make a call of 2s. 6d. per share. The proceedings are detailed in another column.

The Glevann Mining Company first meeting was held at the offices, in Dublin, on Monday (Sir James Donabrain in the chair). The report stated that as far as operations had gone every expectation held out in the original prospectus had been fully realised, and that the directors felt confident that the adventure would turn out a very profitable one; that all the machinery on the mine had been purchased from the original proprietors at one-fourth the original cost (500s.), and that the amount of capital already subscribed would be sufficient, or nearly so, to develop the capabilities of the mine. The accounts showed a total expenditure of 7267.3s. 10d. to Aug. 31, 1858, after ten months' working. The shaft is now driven 17 fms. from surface, and 12 fms. from the all level, the adit being driven 54 fms. The reports of Capt. Tabb and John Peter-berck, of Bonmahon, are very favourable, and they advise a vigorous prosecution of the mine, the sole maintaining its full breadth to the bottom of the shaft. This mine is situated in the county of Dublin, about nine miles west of Ballycastle, on the sea coast. The set comprises about 1200 acres, held under Lord Arden. Fourteen men are at present employed, and the expenditure is about 35s. per month. Every fair indication is given to warrant spirited outlay, to judge by the captains' reports. The specimens sent before the meeting, and stated to be average samples, were certainly very good, and from analyses made by the Mining Company of Ireland they appear to contain from 11½ to 15 per cent. of the copper. The office of the company is at 43, Grafton-street, where applications will be received, or at the Company's brokers, for the shares. Lord Geo. Hill and Mr. G. Alexander, M.P., are re-elected directors.

Pendlen Consols sampled, on Sept. 29, 108 tons of copper ore.

At the Linares Lead Mining Company meeting, on Tuesday (Mr. Wm. Waine in the chair), the accounts showed a balance in favour of the adventurers of 897.9s. 4d., from which a dividend had been declared of 5s. per share, free of income tax. The net profit on the six months' working was 5666.9s. 10d. The proceedings are fully reported in another column.

At the London and Virginia Gold and Copper Mining Company meeting, on Wednesday (Mr. J. H. Clement in the chair), called for the purpose of absolutely winding-up the company, it was agreed to adjourn to Oct. 18, to enable the directors to settle certain matters. The proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman.

At the Anglo-Californian Gold Mining Company special meeting on Wednesday (Mr. William Sall in the chair), the Chairman observed that the present meeting had been called, as doubts had been expressed of the legality of the meeting held on June 12, 1857. This idea had not entered into the minds of the liquidators, nor did they believe it to be of any material consequence. In order, however, that all doubts should be dispelled, they had summoned the present meeting to confirm the minutes of that previously held. Mr. Joseph Sall moved, "That the appointment of the liquidators

should be confirmed." This was seconded by Mr. J. C. Wilson, and unanimously carried. Mr. J. W. Williams then proposed, "That the company should adjourn with- out adjournment." This motion being seconded by Mr. J. G. Parker, was likewise carried. A vote of thanks to the Chairman terminated the proceedings.

In Foreign Mine Shares, but very little has been doing, and prices for the most part have been without alteration. At the Linares meeting, on Tuesday, it was stated that operations have proceeded with their accustomed regularity, both in the east and west sections of the mine, and have been vigorously prosecuted. During the six months ending June, 3256 tons of ore, of lead ore have been raised and dressed, being an average of 542 tons 19 cwt. per month. The reserve in the mines, removable at a moderate tribute, was 14,000 tons. There is every prospect of making some very favourable discoveries during the next months. Last June the first parcel of ore was forwarded per rail from Lora to Seville, and it is expected that when the line is complete the expense of transporting ore will be reduced to half its present cost. During the year they have reduced 3000 tons of ore, yielding 177½ tons of first-class lead, being an average of 77½ per cent., while the slag, &c., has yielded 194 tons; making the total yield 2166 tons, the profits for the six months being 5666. The shares are quoted at 20½ to 21½. Cobre Copper shares have been done at a further reduction, present quotations being 35½ to 36. United Mexican remain heavy, no transaction having taken place in them, the quotation being merely nominal. The Altan and Quanaquean Copper Company report the produce for August to be 209 tons of ore, yielding 127½ tons of lead, the produce averaging 6¼ per cent. The Old Mine has improved, and is now yielding 2½ tons of ore per ft., and the lode is daily increasing in size. No decided improve- ment has taken place in the pitches since the last report. Advances have been received by the Wilberg Mining Company to Sept. 25, when the various lodes were yielding on an average from 2½ to 3 tons of silver-lead ore per lachter. The shares are without alteration. North Rhine (South Australia) shares have not fully maintained the premium of last week; the present price is par to ½ premium. Copiapo shares continue to be enquired for at 11 to 13.

At the Cape Town Railway and Dock Company meeting, on Thursday (Mr. Harrison Watson in the chair). The report stated that the company was established as far back as August, 1853, and after alluding to the many difficulties they had to contend with, observed that by the contract which the board had concluded with the Colonial Government, interest at the rate of 6½ per cent. per annum was guaranteed for 50 years on the amount expended, or bond *vide* paid by the company, for the construction of the line, not exceeding the sum of £70,000. The Government guaranteed to commence on the date of the opening of the railway, but the amount required to pay the same rate of interest on calls during construction had been, with the consent of the Government, included in the estimate of the cost. The works were to be commenced within six months, and completed within three years of the signature of the contract, and to be executed to the satisfaction of the colonial engineer, or, in case of difference, of Mr. Hawkshaw, who has been selected as the standing referee. Securities of the value of 26,000, to be deposited with trustees before Nov. 10 next, as caution money, in order to secure the expenditure of a like sum of 25,000, on the enterprise within a twelvemonth of the date of the contract. The line, in the first instance, will be a single one, but the land given by the Government will be sufficient for a double line. All materials for its construction, excepting wood, may be taken from Government lands free of charge, and all such as are imported into the colony will be admitted without duties or port charges. With the view of, as far as possible, securing the shareholders from the contingency of the line costing more than the amount to be guaranteed, the board has entered into the proposal of responsible parties to construct the whole line, to the satisfaction of the Government, for a fixed sum, within the period agreed on with the Government, and to secure the payment of the 6½ per cent. interest during its construction. It is intended that the contractors should find such approved security for the performance of their contract as can, if deemed advisable, be used as the caution money to be deposited with the Government. The board had not, as yet, received the details of the expenditure at the Cape; but they estimated that the entire preliminary expenses in England and at the Cape, from Oct. 1853, to Dec. 31, 1857, including remuneration to directors, will not exceed 5000. They also recommended that the entire management expenses in England, during the construction of the line, be limited to 2500, per annum. The financial statement, from the formation of the company to Midsummer, 1858, showed—Total receipts, 2314.17s. 6d.—Expenditure, 2270.15s. 4d.; leaving balance, 44.2s. The Chairman, in moving the adoption of the report, said the resources of the colony were little known in this country. When he first became acquainted with the colony its im- portance was only 360,000, a year, now they amounted to 2,500,000; its exports of wool were within 20,000, a year, now the sales of Cape wool in this country amounted to 1,225,000. It might be well to add that the colony was dependent entirely on its own resources—that it had thriven by its own means, unaided by loans or assistance from any quarter. Mr. Browne seconded the resolution, and read a letter from the Govern- ment solicitor, intimating that the contract was engrossed, and only waiting for the signature of the company. The report was adopted. Mr. Browne, in answer to a question, stated that the length of the line to Wellington would be 54 miles and a few chains. It would be a single line in the first instance. A resolution was proposed that 200 paid-up shares of 20s. each be allotted to Capt. Raymond, the registered promoter of the company to which an amendment was submitted that 1000s. be paid, upon condition that the Chancery proceedings instituted against the company be withdrawn. A vote of thanks to the Chairman and directors terminated the proceedings.

GOVERNMENT MINE INSPECTION.—The total number of accidents from all causes during the year has been 1119. Of this number, 377 resulted from explosions of fire-damp; 372 from falls of roof and coal, and the sides of workings; 162 in shafts; and 208 from miscellaneous causes. The largest number of accidents occurred in Mr. Morton's district (245), whilst the total number in Scotland was 79.

Mr. Matthias Dunn remarks, that with regard to the general accidents, the grand salvo is the employment of properly-experienced managers, but without ample remuneration such cannot be had; a general demand is now prevailing for the importation into the southern districts of viewers, &c., who have derived their knowledge in Durham and Northumberland.

Mr. Atkinson refers to the Mining College as likely to produce good results, as it will cause a more competent class of managers to be employed to conduct the collieries: the number of deaths in his district was 80. Mr. Joseph Dickinson's report shows that the number of deaths from accidents have been rather on the increase than otherwise, there having been 99 persons killed in his district in 1857, against 84 in 1856.

Mr. Higson regrets that he cannot show a diminution in the number of lives lost, and comments upon the subordination of the employed. Number of deaths, 105. Mr. Hedley likewise reports a larger number of deaths (55) in the preceding year, but remarks that the increase has arisen from unusual and unforeseen circumstances. The decrease in the loss of lives from ordinary operations is 11, as compared with last year.

Mr. Thos. Wynne reports a decrease of three accidents and three deaths in his district, 67 having lost their lives in 1857, against 70 in the preceding year.

Mr. Lionel Brough (Staffordshire and Worcestershire) shows a decrease of 11 per cent., which affords, he continues, proof of the beneficial working of the Act. The number of deaths in his district during the year was 139, against 156 in 1856.

The late Mr. Mackworth reported that the number of fatal accidents in the counties of Monmouth, Gloucester, Somerset, Glamorgan, Brecon, and Devon during 1857 was larger than in any of the preceding six years, with one exception—they being 85, against 65 in 1856. Mr. Evans reports that, although the production of coal in South Wales is rapidly increasing, the number of fatal accidents is steadily decreasing. Number of deaths 94, against 224 in the preceding year. Mr. Morton regrets to record that, owing to the awful explosion of fire-damp in Feb., 1857, at Land Hill, the loss of life in the Yorkshire coal mines, during the year, has been unprecedented—245, against 52 in 1856.

With regard to Scotland, in Mr. Williams's district, the number of deaths during the year was 38, against 47 in 1856. In Mr. Alexander's district, the deaths were 41 in 1857, against 45 in the preceding year. We shall refer to the reports more fully in our next.

LEAD ORES.

Sold by the MINERA MINING COMPANY, on the 29th September.

Mines.	Tons.	Price per ton.	Purchasers.
Lot 1	120	£13 13 0	Walker, Parker, & Co.
2	120	13 13 0	ditto
3	20½	13 6 0	Panther Lead Co.
4	7½	13 6 0	ditto
5	7	12 1 0	Walker, Parker, & Co.

Sold on the 18th September.

Mines.	Tons.	Price per ton.	Purchasers.
Bronfloyd	20	14 2 6	Bibby, Sons, & Co.

Sold on the 28th September.

Mines.	Tons.	Price per ton.	Purchasers.
Laxy	100	21 8 0	Walker, Parker, & Co.
North Laxy	15	13 15 0	ditto

BLACK TIN.

Sold on the 24th September.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Wheat Bal	4 3 2 16	£44 10 0	£209 15 0	ditto

Sold on the 25th September.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Gt. Wh. Busy	10 11 0	62 4 5	624 5 6	—

Sold on the 30th September.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Tincroft	25 0 0	60 10 0	1512 10 0	Biscoe, Bolitho, & Co.

Sold during the month of September.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Great Hewas	7 7 0 1	67 12 6	497 1 5	Calenick.
ditto	1 9 1 5	57 5 0	86 1 1	ditto
ditto	7 13 0 16	67 12 6	517 16 3	Charlestown.
ditto	1 11 0 21	57 5 0	89 5 6	ditto

Sold from the 31st July to 25th September.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Boscawell	4 12 1 21	35 0 0	34 8 6	ditto
ditto	3 8 2 24	63 15 0	218 14 6	ditto
ditto	0 12 0 20	37 5 0	22 13 6	ditto
ditto	3 11 1 11	63 15 0	227 8 6	ditto
ditto	0 8 2 11	40 0 0	17 4 0	ditto
ditto	0 5 0 22	56 0 0	14 11 0	ditto

COPPER ORES.

Tenders received at LIVERPOOL, on Sept. 28, for 21½ tons of ore, sampled Sept. 18.

Mines.	Tons.	Price per ton.	Purchasers.
Lot 1	10	11½	Newton, Keates, & Co.
2	15	11½	ditto

Biddings at LIVERPOOL, on September 30, for two lots of copper ore, ditto Columbia.

Mines.	Tons.	Price per ton.	Purchasers.
Lot 1	10	11½	Newton, Keates, & Co.
2	15	11½	ditto

Vivian and Sons

BLEND.

Sold by the MINERA MINING COMPANY, on the 29th September.

Lot.	Tons.	Price per ton.	Purchasers.
1	25	£2 9 0	William Kennick.
2	17½	4 2 0	Brymbo Spelter Co.
3	17½	4 2 0	R. C. and W. Wright.

COPPER ORES.

Sampled September 8, and sold at Swansea September 28.

Mines.	Tons.	Produce.	Price.	Mines.	Tons.	Produce.	Price.
Cuba	524	11	9 5 0	Del Soto	183	15	13 0 6
Knockmahon	248	11	9 5 0	Great Barrier	122	15	13 0 6
Del Soto	183	15	13 0 6	Estrella	99	15	13 0 6
Great Barrier	122	15	13 0 6	Parys	103	15	13 0 6
Estrella	99	15	13 0 6	Garrucha	98	15	13 0 6
Parys	103	15	13 0 6	Tharsis	77	15	13 0 6
Garrucha	98	15	13 0 6	Walwich Bay	75	15	13 0 6
Tharsis	77	15	13 0 6	Sydney	11	15	13 0 6
Walwich Bay	75	15	13 0 6	Namagua	10	15	13 0 6
Sydney	11	15	13 0 6	San Fernando	2	15	13 0 6
Namagua	10	15	13 0 6				
San Fernando	2	15	13 0 6				

TOTAL PRODUCE.

Mines.	Tons.	Produce.	Price.
Cuba	524	11	9 5 0
Knockmahon	248	11	9 5 0
Del Soto	183	15	13 0 6
Great Barrier	122	15	13 0 6
Estrella	99	15	13 0 6
Parys	103	15	13 0 6
Garrucha	98	15	13 0 6
Tharsis	77	15	13 0 6
Walwich Bay	75	15	13 0 6
Sydney	11	15	13 0 6
Namagua	10	15	13 0 6
San Fernando	2	15	13 0 6

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Company.	Tons.	Price.
Copper Miners' Company	134½	£1264 17 9
P. Grenfell and Sons	419	429 2 6
Sims, Williams, Nevill, and Co.	420	6628 7 0
Vivian and Sons	468½	5617 18 0
Williams, Foster, and Co.	608	6372 17 9
Mines Royal Company	70	654 10 0
British and Foreign Copper Company	70	114 0 0
F. Bankart	67	410 8 0

Total

Tons.	Price.
2199	£26,592 1 0

Copper ore for sale October 12.—Cobre 106, 101, 100, 98, 69, 46, 41, 12, 9, 0s. 5d., 8s., 8s. 6d., 50, 47, 44, 11, 10, 9—Springbok 49, 48, 47, 46, 44, 28, 2—Parys 11—Chaparrita 25, 53, 7—Ramsey 32, 25—Spanish 54—Bannfyle 8, 7—Westcott 8—Total, 1926 tons.

AVERAGES.

Produce.	Price.	Standard.
British	8 1-16	£ 6 18 6
Foreign	18 7-16	15 8 6

Sale

Produce.	Price.	Standard.
British	13½	£11 3 0
Foreign	13½	11 3 0

Totals—British, 888; Foreign, 131=2199 tons (21 cwt.)

AVERAGES OF LAST SALE.

Produce.	Price.	Standard.
British	9 9-16	£ 7 19 6
Foreign	13 11-16	11 11 0

Sale

Produce.	Price.	Standard.
British	11 9-16	£ 9 14 6
Foreign	13 11-16	11 11 0

Totals—British, 684; Foreign, 666=1350 tons (21 cwt.)

COPPER ORES.

Sampled Sept. 15, and sold at the Royal Hotel, Truro, Sept. 30.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
United Mines	123	£5 3 6	St. Day United	48	£3 11 0
ditto	99	5 9 6	ditto	39	3 5 0
ditto	97	3 11 6	ditto	33	5

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Notices to Correspondents.

Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: it then forms an accumulating useful work of reference.

SATYR-LAMPS.—You have stated that in the lamp invented by Mr. Sterry, of Gorsewood Colliery, the moderator and principle is applied, whereby a much greater light is obtained; but from experiments I have tried, I cannot see that the moderator principle is at all applicable. In the ordinary moderator the oil appears to be converted into a very pure hydro-carbon gas before it reaches the flame, and to effect this change a far larger quantity of oil is supplied to the wick than in other lamps, as the wick must be thoroughly wet, not simply saturated; and I find that one-eighth of a pint of oil must pass the wick each hour to produce a good effect. I do not mean to say that anything like that quantity is burnt, but that the reservoir which supplies the oil to the wick be of the capacity of half a pint, there must be a receptacle to receive the surplus oil of nearly the same size; and the oil must be drawn from the receptacle to the reservoir every four hours at most, or the wick will burn instead of the oil, and the lamp must be put out, retimed, and relighted, before its use can be continued. I find, moreover, that if pure air is supplied to the flame in place of ordinary atmospheric air, the character of the flame of the moderator changes from the beautiful white light we so much admire to a dirty yellow flame, emitting no more light than an ordinary oil lamp of the commonest construction, because probably the oil is burnt as oil instead of as gas. Now, I wish to ask Mr. Sterry, through your Journal, how he overcomes the difficulty which must be met with in a lamp which burns but four hours, and requires a pure atmosphere to cause it to give a good light, where applied to mining purposes?—A. J.: Neath, Sept. 26.

WEST VIREAL GREENVILLE.—J. B. J. (Red Lion-square).—The 1s. call alluded to in the report was the one that has been paid. As it is intended to erect a steam-engine, there is no doubt a call will be made; but as the whole management has been transferred to Messrs. John Taylor and Sons, it was determined merely to pass the accounts, leaving them to call a meeting at an early day, when the prospects of the mine will be fully discussed, and measures adopted for prosecuting it with vigour.

T. B. (Swansea).—We are not aware that there are any reduction works established for the smelting of tin; that which has been discovered we are of opinion has either been exported to this country or to Singapore. The colonial agent would probably be able to afford the information required.

UTILISATION OF IRISH PEAT.—In your last Journal you published a notice of a patent which has been successfully applied by Mr. R. L. Johnson, of Dublin; and, being a shareholder in the Irish Peat Company, I could not help contrasting his success with ours, and thinking that it might be made to contribute to our welfare. It appears to me that, as a manufacturing concern, the Irish Peat Company is a failure; and I think all will admit that the failure has not arisen from want of perseverance, as we have fairly tried many schemes which promised favourable results, and have not been niggard with our capital, or too hasty in condemning. Now, there are many towns in Ireland where gas would be an invaluable boon; and if peat gas can be manufactured at 3s. per cubic ft., as I understand from your article it can be, I am sure that in Ireland it would, to a great extent, supersede coal gas, even where the latter is now employed. While I would, therefore, do as a shareholder in the Irish Peat Company, I turn all our attention to raising and selling peat. For the purpose of Mr. Johnson's invention, it would, I think, be almost necessary to cut the turf and stack it; it would then be ready to send to any part of Ireland, and I do not believe that the cost of transit would be an insurmountable difficulty. By such a course I feel assured that we should reap some reward for our patience and perseverance. Perhaps some other shareholders may be inclined to suggest a better idea for improving our position, and I am sure you will not object to publish it.—W. C.

GREAT WHEAL VOR.—Unless any particular event occurs the company will in future only receive a report of the operations at the mines once a month.

IRON SHIPPING.—The public are greatly indebted to you for the space you have allowed in your Journal to the discussion of this much-vexed question. The suggestions put forward by many of your correspondents I have no doubt are well worthy of attention. The *Great Eastern* lays off Deptford Yard incomplete. I cannot, however, but suppose that some trial will be made with her. Your correspondent, Mr. John Clare, has most pertinaciously, and at the same time I must add perseveringly, enunciated his views to the public. The late Capt. Warner, with his long range and invincible shell, did the same; he was backed by the present Earl of Shrewsbury, then Lord Ingleborough. With the exception of a few he failed to convince them of the utility of his invention. The consequence of this was that the whole scheme fell to the ground. It is very probable that Capt. Warner believed in all he put forth: the generality of inventors have great faith in their own progenies. The *Great Eastern* remains a hull for want of funds to make it useful; yet, in the face of this startling fact, Mr. Clare calls upon people, and I believe the Government, to advance money to give a practical solution to his ideas. It has been said by Sir E. Bulwer Lytton, in his novel of the *Last of the Barons*, that in every period there are two species of men who are particularly unfortunate. They are in the first place those who are behind the age, and in the second those who are in advance of it. Mr. Clare, I presume, is one of the latter. Milton did not reap the benefits accruing from his *Paradise Lost*. Galileo, for his astronomical discoveries, was imprisoned in the dungeons of the Roman Inquisition. Grey, the inventor of railroads, died in poverty; and the children of Henry Cort are now asking for a little return for the benefits their father conferred on the community. I would wish that all those who devote themselves to any branch of science should reap the benefit of their pious exertions in their life time. Experience has, however, shown us that whenever this occurred it has been the exception, and not the rule. When the *Great Eastern* is fairly on the sea we may be able to discover its defects, and Mr. Clare will then have an opportunity of showing his knowledge; but until that period arrives I believe he might find a more practical field for his abilities than urging on individuals or governments monster projects, which require colossal capital, and are doubtful in their results. Millions of money, rich as Great Britain is, cannot always be afforded for the crochets of every projector, however specious and feasible his arguments may be. They may be based upon scientific principles, but probably will be found in practice to be very ineffective and delusive. I have no wish to deteriorate from any person's merit, but I believe Mr. Clare would have achieved much more, and been listened to with greater attention, had he been less extravagant in his views. He should have remembered that when George Stephenson was examined on railroads, before the House of Commons, the although he knew his locomotive would do 20 miles an hour, yet he modestly said 10 for fear that people should imagine he was mad.—CAMDEN RENAISSANCE.

PEAT OIL.—In referring to Mr. Johnson's new process, you state that nothing but gas and charcoal is produced, and therefore look upon the invention as more important than any of its predecessors, which I think has yet to be proved. Some time since an account was published, in which you gave a list of the valuable products which Prof. Sullivan had obtained from peat; and the conclusion that I have come to is, that far more profit would be realised if Professor Sullivan's scheme were carried out than from the working of Mr. Johnson's patent. The peat oil alone would return immense profits; for it is as good a lubricant as Young's mineral oil, and much cheaper.—J. D.

A Subscriber.—The question is one of bargain; so soon as the shares are bought by the agent, and information thereof duly given, the contract becomes binding. In general the certificate and transfer are not forwarded until the money is actually paid. There may be exceptions to this rule, but this is always a special agreement.

COPPER ORE SALES.—As I carefully watch the prices the ore from the several mines in which I am a shareholder yields, I have almost invariably noticed that a higher price is realised in Cornwall than at Swansea, taking into consideration the difference in the produce of the ore. Do the Swansea buyers purchase upon a different system? or what is the cause of the discrepancy?—T. C.

BREITROTT PAPER.—The French employ breittrott for industrial purposes to a much greater extent than ourselves, and, consequently, having a far larger quantity of the refuse applicable to the manufacture of paper at their disposal, feel great interest in the patents which have been taken out on this side of the Channel for utilising this waste product to such an extent as to obtain from it a paper, which may be used for all purposes, and which at the same time may be printed upon dry.—Dr. Collyer, the inventor, should lose no time in making the merits of his discovery known in France.—A. E.

"Stock Exchange."—Our correspondent, who signs himself, will find all his statements fully set forth in the prospectus of the company to which he alludes; and of which, therefore, every shareholder was cognisant before he made application for shares.

EAST BARRET.—Another meeting has just passed, leaving a balance in hand of 36,185. 6d., but no dividends appear to be "looming" in the distance, as the samplings do not increase, nor has the ground already opened improved; besides, not a word is said in the last report about the lode expected to have been found in the 90 cross-cut north. Great expectations, however, are held out about cutting the lode in the 80; and should it cut as rich as the most sanguine shareholder anticipates, surely it will be required to sustain the present high price of the mine. I should be glad to hear about the lode in the 93, alluded to in the report of May last; also, when the returns are likely to be increased, so as to be able to form some opinion when dividends will be paid—the only real proof of the value of mining property; and this information can only be obtained by enquiries made through your valuable Journal.—Q.

"Ingenieur."—An account of both copper and lead smelting appeared in the Journal last year, condensed from Dr. Percy's lectures at the School of Mines. In the year 1845, a description of the mode of smelting in Norway, written by Mr. J. T. Crowe, was published in this Journal; and in the *Cabinet Library*, by Dr. Dionysius Lardner, there is an account of the several metallurgical processes. The expense of smelting depends entirely on the locality where it is conducted. There are fewer processes in the reduction of lead than that of copper.

THE BEST LOCALITY FOR EMIGRANTS.—As so many of our countrymen are at present leaving England for the gold fields, I believe that it would be prudent for them to consider whether they could not emigrate to some other locality, where they would be more certain of being recompensed for their labour. I know that many would find it no easy matter to come to the United States, and that the cost of the passage, the railways (such as the Don Pedro route), when from the elevation of the district, and the salubrity of the climate, epidemic affections are quite unknown.—M.

PENDEEN CONSOLS.—I was much surprised on looking at the Journal last week to find no report from this mine, which at the present time is attracting the attention of the highest respectability, and having a very large interest in the adventure, it would be more satisfactory if the reports were to arrive in time for publication in the Journal on Saturday, instead of being a week old. The committee should act in such a manner as to be above suspicion of wishing to have priority of information, to the detriment of their fellow-shareholders.—Z.: City, Sept. 30.

OLD AUSTRALIAN COMPANY.—This company have discovered on their property, at Charlton, a malachite mine of surpassing richness, and they are making very valuable returns, the ore fetching upwards of 800. per ton at Swansea. I am surprised that the price of shares should be so low, as the company have made their last call. A short time since the shares were 125. each.—JESTIVIA.

GREAT SHEBA CONSOLS MINE.—Can any of your readers inform me if it be true that the Chairman, Major York Martin, and Mr. John Beddoe have resigned their offices as directors of this mine; and whether it be true that they have withdrawn themselves altogether from the mine as shareholders. Also whether Major York Martin has changed his residence; and if so, where he now resides?—A SHAREHOLDER: Sept. 30.

"E. B." (Liskeard).—The works at Truro have been abandoned for some time; time was wasted by a party of Englishmen. Mr. John Dunlop, who has been some time in the country, has heard there were some financial difficulties connected with the works, which led to their abandonment by the English proprietors. We are not aware whether they have reverted to any private association or the Government.

NEWTONWARDS MINES.—We devoted much space in our last Journal, that the several opinions respecting the discovery at these mines should be fairly set before our readers. That question must, therefore, be now closed; we, however, print part of a letter since received from Capt. Rickard, to explain a matter about which we should be sorry for a wrong impression to exist:—"One writer asserts that I was dismissed. That is not the fact; my services were 'disputed with' on account of the panic referred to in Mr. Evans's letter, which caused the north mine to be stopped, and a cessation of nearly all the works. And at the time of my leaving I received a letter from Mr. Dunlop, in which he said, 'I am sorry we have to part with you, but you know the directors have no other course to take.' And again, 'I consider Capt. Rickard to be a good practical miner, and an industrious, steady man,' and he also stated, 'we parted with Capt. Rickard because the underground works were brought into a smaller compass, and one agent was sufficient for us.' Our former occasion, in a letter from Mr. Beckwith, a director, I was paid a high compliment for my practical services in the mine."—R. RICKARD.

STEAM HAMMERS APPLIED TO MINING PURPOSES.—Can any of your readers inform me whether any of the above-mentioned machines have been erected for the purpose of breaking very hard ores, slugs, &c., so as to dispense with manual labour in reducing them to a size suitable for the crushing mill or stamps? And, if so, where such an one can be seen at work?—J. B.

ANGLO-CALIFORNIAN GOLD MINING COMPANY.—A meeting was held on Wednesday, merely to confirm the minutes of one held on June 12, 1857.—We have heard that Sir Henry Huntley has started for the Western Coast of Africa, so that no explanation can be got from him. The unfortunate shareholders are quite in the dark as to how the lawsuit between him and the directors has been settled. The British public are patient beasts of burden; and the history of this company exemplifies it. It is presumed there was a legal objection to the former meeting. We had two directors who were barristers, and solicitors out of number, concerned with the property, surely they could have advised us. If companies are formed for working gold mines in British Columbia, let them ask you the history of the Australian and Californian delusions.—C. A. W.: Cumberland.

WESTERN AUSTRALIA.—A correspondent draws our attention to the idea generally entertained, that this colony is totally unfitted for agricultural purposes, and is generally sterile. We are aware that on the first discovery of the settlement the localists decided upon very most unwholesome and unsuitable sites for colonisation. Since then, however, other discoveries have been made, and it was to them that we alluded in last week's Journal.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, OCTOBER 2, 1858.

It was with great regret that a few weeks since we announced the failure of the Mining School at Truro; at the same time we alluded to the prejudices which for a considerable period had existed in Cornwall against any innovation on the present system of mining education, if that at present existing may be so termed. We there stated that if a more educated class were brought forward, many assuming pretenders to science, and ignorant persons, whose only qualifications were effrontery and a disregard of truth, would find their occupations filled up by worthier and more competent persons. In our columns will be found two interesting letters on Mining Education, the one being from Mr. ROBT. HUNT, which was read at the Annual Meeting of the Royal Cornwall Polytechnic Society, and the other from "A Mine Captain." Although the able writers of both these communications differ much in the manner in which the great desideratum—Education—should be diffused, yet both are anxious that its progress should not be retarded in the mining districts. Mr. HUNT states that there is a gulf between the practical and the scientific man; and this he wishes, if possible, to bridge over. In order to effect this, he proposes that an establishment should be formed, to be called the MINERS' INSTITUTION OF CORNWALL AND DEVONSHIRE; this should comprise mine agents, working miners, proprietors of mines, smelters, assayers, and such scientific men as have paid any attention to those sciences which bear upon practical mining and metallurgy. He states that the subscriptions should be so adjusted as to be within the means of the young miner, or clerk in the counting-house, and that donations may be sought, in addition to annual subscriptions, from other classes of members. Mr. HUNT advises that periodical meetings should be held, at which papers might be read, and discussions on mining subjects arranged. Lectures bearing on mining and metallurgy should also be given. Records and sections of mines ought to be collected and preserved; as well as collections showing the modes of working in other localities. Drawings likewise should be obtained of machinery, and models of that and tools deposited. There should be committees in the mining centres of the Western part of England, local meetings held as often as convenient, and exhibitions formed in conjunction with the institution. Such is the lucid and comprehensive scheme of Mr. ROBT. HUNT, for the details of which we refer our readers to his able communication.

"A Mine Captain" states that one of the causes of the school at Truro not being supported was that the agents would not countenance an establishment where a class of patricians, without any practical knowledge, would supersede their own children, who were educated as practical miners. He states also that influence has been used, immediately these young men

have passed their examinations, to provide them with situations; and if the system were encouraged the working miner would have no chance or of rising. No such fear need be entertained; a few of the gentlemen who have passed have merely received employment on the Geological Survey, and it is patent to all that this has been delayed for a considerable period owing to the want of competent assistants, such not having hitherto been found among the so-called practical men. We will not follow all the several points in this elaborate communication. No one will deny that improvements may still be made at the Government establishment in Jernyn-street; and one of the great disadvantages both those living at a distance and the school has to contend with, in addition to the cost of education, is the expense of board and lodging in the metropolis.

The writer seems to infer that it is the wish to create a class of agents who have never laboured; these are to supersede the elevation of practical men, who, by this system, will always be kept in a perpetual state of degradation, and rendered incapable of attaining higher positions, however competent they may prove themselves of filling them. We must not, we do not view the subject in this jaundiced aspect; merit, in whatever capacity or station of life it is found, will always find its way, while, on the other hand, incompetence and dishonesty must sink to its level.

Our correspondent alludes to the large dividends that have been made in Cornwall. We would ask him, would not these have been much greater had there been more honesty and good faith shown by Cornish agents to the general public? Let him refer to the years 1825 and 1826 to the number of delusive schemes which were foisted on the public, backed by the reports and names of several captains, who were thought to be of great repute and unimpeachable integrity. He cannot but be aware that even now there can be found men who will write reports according to dictation, and the remuneration offered them for selling their judgments, which latter quality, in too many instances, they only have by assumption. This wholesale plundering, for the interested purposes of a few agents and jobbers, has done more injury to mining enterprise than any other different it has had to encounter. A class of men, introduced with a higher character, who would not lend themselves to such delusive schemes, would tend greatly to the benefit of the community. That the mode of mining in Cornwall will challenge competition with that in other parts of the world, we should be the last to deny; and, at the same time, we are animadverting on the character of some, we cordially reiterate our testimony to the many talented mine agents in the county of great ability and integrity, who do honour not only to themselves but their calling.

That practice should be kept prominently in the foreground is an axiom, that no one will presume to deny its utility; it is that which has preserved our miners from adopting the petty trivialities and frivolous technicalities of the German miners. This is particularly inculcated in the students at Jernyn-street; they are told there how circumstances differ in the various localities, and their attention is drawn to the necessity of studying on all occasions those phenomena which may come under their observation.

The views put forward by Mr. ROBERT HUNT are deserving of all attention, and we trust they will not be disregarded. After the many attempts found a mining school in Cornwall, we fear, unless the initiative be taken by the county itself, and among the mining community, that persons residing in other localities, however friendly they may be disposed towards educational establishments in the mining districts, will withhold subscriptions and donations until they perceive there is some vitality in the establishment.

"A Mine Captain" asks that a Cornwall school should be re-established in a populous district, where young students can attend without the necessity of doing what the miners cannot afford—boarding from home; as where those engaged in labouring in mines can attend during the hours of leisure, with admission on such terms as miners can command. No one can differ from this; but, as in the previous instances, if Cornishmen were to acquire a knowledge of the sciences allied to mining, they must come forward themselves and show they are in earnest. Hitherto every attempt to introduce education among them has been met not only with contempt but positive opposition. No lukewarmness ought to be shown; they must prove they are sincere, and then they may expect aid from others.

It is with great satisfaction we see that this important question is mooted, and our earnest wish is that it should be thoroughly discussed, all its various bearings. The diffusion of knowledge can improve none but the ignorant, and these it will benefit if they learn. The pseudo-scientist and the incompetent assuming boaster dread its approach. It is these who have always opposed education, and feared the progress of the march of intellect. We hear that Dr. BARHAM, of Truro, has proposed a plan for the Polytechnic Society, and that it is probable Mr. ROBERT WELLS has ideas of an itinerant lecturer has been discussed. From the interest the subject now excites, we may reasonably hope that the time is not far distant when the system of education in Cornwall will assume a tangible appearance. Cornishmen do not approve of theory; let them put education on that practical footing which they so eminently possess, and is the basis of "One and All."

It appears from the report of proceedings instituted by Mr. Morton, the Inspector of the Yorkshire District, against MARK DAVY, a colliery manager, that an explosion occurred in the Grange Colliery, near Bolton, on July 10 last, by which three persons were killed and a fourth seriously burnt. Mr. MORTON prosecuted DAVY, and obtained a conviction for the non-observance of the first general rule of the Inspection Act. The ventilation of the colliery, according to the evidence for the prosecution, was imperfect and deficient, and other charges arising from management were also brought against the defendant; in short, it appears that this colliery was conducted in an inefficient and slovenly manner, and was precisely in that condition contemplated by the advocates of inspection, and which the Act of Parliament was intended to remedy.

We narrowly scrutinised the report, in the hope of seeing some indication that the colliery had been inspected before the occurrence of the explosion. We deeply regret that no such evidence is given; and, indeed, the state of the colliery is presumptive evidence that no previous inspection had been made. If this really be so, which we greatly fear will prove to be the fact, we should like to know the reason why this culpable neglect has occurred? Mr. MORTON was appointed in 1850; and, according to his Annual Report to the Secretary of State, dated Feb. 1857, he states that in the last six years the collieries in his district have increased in number from 260 to 342. Supposing he had examined only one colliery in every seven working days, or 43 in a year, he might have examined every colliery in his district. But we contend, and the public expect, that every well-paid officer should industriously and energetically discharge their highly important duties; and we think they might easily inspect at least one colliery in two or three days, or 120 in a year, so that all coal mines in Great Britain might be inspected once in three years.

The Inspectors appear to have completely misunderstood the object and spirit of the Inspection Act. Judging from their conduct, it appears as if they construed the Act as a penal law only, and held their chief duty to consist in laying informations and acting as a species of police constables. Such a mode of enforcing the law may be, and most undoubtedly is, much less troublesome and more pleasant way of discharging their duty than laboriously inspecting the mines; but we contend that their duty is not most imperfectly performed under such a system. The law was made to prevent accidents in mines, by the institution of an official and competent inspection. It was never meant to be an instrument for harassing the colliers and coal-owners by vexatious prosecutions, unless previous advice had been given and neglected. The primary and most important duty of the Inspectors under this Act is the thorough personal examination of the underground works of all the collieries in their several districts; and if in such inspections they observe any violations of the law, arising from incompetency, or ignorance and neglect, it is their duty, in the first place, to instruct and advise, as circumstances may render expedient; and, in case no improvement ensues in the state of the mine, recourse may be had to the penal provisions of the Act.

It appears to us that such a line of procedure is not only more in accordance with the intention and spirit of the Act of Parliament, but it would also more speedily and effectually conduce to the prevention of accidents; for it is evident that if no inspection has been made, no preliminary advice given, or instruction imparted, it implies a total neglect of those moral means upon which Inspectors should chiefly rely for the requisite improvements in mining, so as to induce a greater safety to human life. A transitory visit to a colliery bank, a cursory examination of much of the machinery and winding apparatus as may be seen above ground, and making a few enquiries of the overman, bankman, and engine-men, and not such an inspection as the law requires, and the public expect, and are at a loss to conceive how any Inspector can absolve himself from the most grave responsibility in cases where human lives are sacrificed in inspected mines, and which lives might, in all probability, have been saved.

had the intentions of the Legislature and the just expectations of the public been realised.

It is obvious that such a mode of discharging the duties of inspection cannot be longer tolerated, and that some other measure is required to improve the working of the Act. Whether this can be effected by instituting a superintending and controlling power more effective than any that now exists, by the appointment of a Minister of Mines, or Inspector-General, is well worth serious consideration; for it is evident, after eight years' experience, that the independent and isolated labours of the Inspectors do not produce the amount of good that was reasonably anticipated, and of which we really believe the system to be capable, were the law properly and efficiently carried into effect.

The Admiralty have at length issued the "conditions" of the tenders to be received for a contract for the conveyance of the mails to and from Australia. The first clause in this document determines that the intercourse shall be monthly each way, *via* Gibraltar, Malta, and Suez, and that the steamers shall call at King George's Sound to deposit the bags for Western Australia; at Kangaroo Island, on the South Australian coast, to tranship the Adelaide mail, proceeding thence to Port Phillip with the Melbourne letters, and terminating the voyage at Sydney for New South Wales; the return passage being in the reverse course, but calling at each of the places named.

This service is to be commenced by the dispatch of a steamer from Sydney with the mails of February next year, and from England with the mails of March. The prescribed period to be within 55 days each way—between London and Sydney, *via* Gibraltar.

The route determined on is equitable in respect to all the colonies, as each will now be regarded according to its geographical position, and one will not be sacrificed, as heretofore, to the interests of others. South Australia will thus attain that recognition of her just claims for which this colony and her merchants now here, as well as those in this country connected with it, have for the last twelve months strenuously, and now successfully, contended. The chief modification in the route is calling at Kangaroo Island, both outward and homeward, the benefit of which will be equally participated in by the several colonies; inasmuch as European news will be conveyed simultaneously, by the electric telegraph, on the arrival of the outward mail at this island; while on the homeward voyage colonial intelligence from Sydney, Melbourne, Adelaide, and Tasmania, of concurrent dates, will be received in Europe, by this means, of many days later than the advices by letters from these several places.

The great desideratum has been to secure equal postal advantages for each colony, and we feel assured that the plan now finally determined upon will meet the approval of the colonists themselves, as it does the merchants and others in this country interested in our Australian dependencies. It is a complete confirmation of our views on this question. We have frequently reiterated our opinions, and we take credit to ourselves for having been the means of enforcing on the Government the necessity for the resolution now adopted. It is further intimated in the document issued from the Admiralty, that the Government will call for tenders for a monthly service between Great Britain and Australia, *via* Panama, in addition to the service *via* Suez, when the necessary arrangements are complete.

ROUGH NOTES ON THE ISLE OF MAN.

[FROM A CORRESPONDENT.]

From the insular position of the Isle of Man, we who reside in England know but little about it. We hear of frequent pleasure trips to the Isle of Wight and the Highlands of Scotland, but those who visit "Mona's Isle," whether from the effects of mountain dew, or any other cause, keep their ideas to themselves. The Isle of Man is the Mona of Caesar, and the Monapia of Pliny, and its derivation is probably from the British word "mon," which means isolated. The principal towns in the island are Castletown, Douglas, Peel, and Ramsey, and during the early periods of its history, which is obscure, it was supposed to have been governed by a succession of Norwegian kings. In 1307, Edward II. bestowed this island upon the Earl of Cornwall, and in 1403 Henry IV. gave it to Wm. Stanley and his heirs, afterwards the Earls of Derby. James, Earl of Derby, dying without issue, the inheritance devolved upon James, second Duke of Athol, who was descended from the youngest daughter of the seventh Earl of Derby; and in 1764 the Duke of Athol sold his sovereign rights, and the castles of Peel and Rushen to the British Crown.

The town of Douglas is situated on the south-east coast of the island, and the bay extends three miles from Clayhead to Douglas promontory, in the form of a crescent, and is sheltered from all winds except the south-east. The beauty of the scenery as you enter the harbour, and the magnificent appearance of Castle Mona, built by the Duke of Athol, now a splendid hotel, Castle Falcon, the beautiful residence of Mr. F. King, and the numerous gentlemen's seats and neat cottages which surround the town, with the fine terraces in the back ground, give the place a very striking and grand appearance. The pier, which is about 500 ft. long and 40 or 50 ft. broad, appears to be the grand promenade of visitors; and it is rather amusing to witness the arrival of the steam-boats from Liverpool, for in the summer season they are often crowded with passengers from the manufacturing districts in England, and as most of them are fresh water sailors, they seem to suffer very much from a sea voyage of six hours. However, as soon as *terra firma* is regained, the air of "Manx" has a wonderful effect in recovering their drooping spirits, and you soon see No. 1 cargo rushing to the pier head to witness the arrival of No. 2 cargo, and then No. 2 goes to see the arrival of No. 3, and so on; and, finally, Nos. 1, 2, and 3 walk to the pier, and look at each other.

The island, which is about 30 miles long, and from 8 to 10 miles in breadth, is intersected by a ridge of mountains, which run from north-east to south-west nearly through its whole length, and chiefly occupies the central parts. Sneafell Mountain is about 2000 ft. above the level of the sea, and North Barrule rises to 1800 ft. England, Ireland, Scotland, and Wales are visible from the summits of the mountains on a clear day. The mountains consist principally of mica-slate and clay-slate; these slates form also the coast at Spanish Head. Clay-slate forms the largest portion of the island, and nearly all the cliffs, and in one of the varieties of this slate, found towards its junction with the grauwacke rocks, the surfaces of the seams shine with metallic lustre: a stratified slate is used for building, and another variety found near Spanish Head is used for lintels, &c. The bold promontory of Brada Head has a most beautiful and picturesque appearance. A belt of old red sandstone is found at Peel, but it does not extend far inland, and Peel Castle, celebrated in history, is built with it. Limestone occurs for some miles on each side of Castletown, and it appears that the steps at the main entrance of St. Paul's, London, consist of the first variety of this rock. Castle Rushen was built of the second variety, and is considered the finest specimen extant of the architecture of the Norsemen. The third variety of limestone consists chiefly of shells, and the fourth is magnesian. Large boulders of granite, elvan, sienite, and quartz are found scattered from north to south, high up on the sides of the mountains, and as large masses of quartz are found intermixed with ferruginous earths, they would, no doubt, be highly interesting to those who know how to extract the precious metals from crude substances. Granite is found *in situ* on the north side of South Barrule.

The various tumuli, barrows, weapons, coins, and Runic characters afford clear evidence of the connection which the Northmen had with this island. The Tinwald Mount, or "judicial hill," on which the Legislature has held its meetings since its institution by King Orry in the tenth century, was, it is said, the first representative Parliament in Europe, and on the summit of which the King of Man formerly sat on solemn occasions. The local laws of the island still continue to be read and promulgated here annually before the Governor, two deacons, keys, council, and various officers of state, and divine service concludes the solemnities of the day. In the law courts the deacons administer the oath in the Manx language, deliver the charge, and receive the verdict.

The "Manx Arms," three legs and spurred heels, owes its origin it appears to the following circumstances:—During the early periods of its history England, Scotland, and Ireland were all, when at liberty from intestine commotions and foreign wars, greedy for the conquest of the Isle of Man, and, consequently, when threatened with an attack from either of those powers, the "Manx men" bent the knee to one power, supplicated the other, and kicked up the heel at the third.

The lead mines of the British islands have, no doubt, been worked since a very remote period, and we have evidence of the fact in the pigs of lead preserved in the British Museum, which are stamped with the names of the Emperors Domitian and Hadrian. We find at the south part of the Isle of Man, near Port St. Mary, an old lead mine, "Glenclass," which, from the extensive workings near the surface, would appear to have yielded

large quantities of mineral, and as the present proprietors have erected machinery with a view of extending the operations in depth, it is presumed, from the fact of their finding rich deposits of galena under the gossan, that they will soon lay open a valuable mine. There are, however, various combinations of lead occurring in nature, and it is probable that in many lead mines the carbonates and phosphates of lead may have been overlooked; for those substances are often found of various shades of yellow, brown, grey, and greyish black, and to the eye present no metallic appearance. Proceeding from Glenclass along the cliffs towards Spanish Head you reach the "Chasma," from which there is a delightful view. The Chasma, as the name would imply, are fissures of a great depth, and caused very probably by a land slip. A short distance beyond the Chasma mineral veins are again found in the cliffs; a small opening on one of them has been made, in which was found galena, gossan, and blende. The latter, we are informed, contains 7 ozs. of silver to the ton; the gossans and galena no doubt contain silver also.

The port of Erin, a beautiful harbour, is situated at the south-west part of the island, Brada Head forming the north, and Spanish Head the south entrance. It is in contemplation, it appears, to make this part a harbour of refuge. Nature has formed it, and it now only requires the art of man to make it a safe place for shipping. This port eventually will become a place of great importance.

In the South Brada Head, which is a bold and picturesque promontory, there is a very extensive range of old mines, and extending northward to North Brada, a distance of one mile; the lode is upwards of 30 ft. wide, and its direction is about north and south. Large quantities of galena have been found near the east wall, and yellow copper ore on the west wall—the lode, in fact, being composed of gossan, sulphur, quartz, flookan, galena, and copper ore. Very extensive workings on this lode are visible through the entire length of the headland, and from its honeycombed appearance must have been taken therefrom. This ancient mine, it appears, was worked by the Earl of Derby and the Duke of Athol, and the silver plate belonging to the house of Athol was extracted from the galena raised in this mine. A steam-engine has been recently erected at the base of the cliff at South Brada, and another engine is in course of erection at North Brada, and the directors of those mines contemplate piercing through the Brada Head on the course of the lode by means of a deep adit level, and as the engine will enable them to extend the operations below the sea level, they will, no doubt, find a splendid range of mines.

Passing on from Brada to Pleshwick Bay and Dalby Point, the scene of the disaster of the *Earl of Carrick* steamer, you reach the pretty little village of Glenmay, which is situated at the north side of South Barrule. In this locality we find the celebrated old Foxdale Mines and the Beckwith vein. Veins of galena are found in felspathic granite in the Foxdale Mines, yielding, we are informed, between 300 and 400 ozs. of silver to the ton. Good specimens of galena have also been found near Glenmay and Kirkpatrick, south of South Barrule. Umber is found in large quantities, and we are informed that barytes, iron ore, and manganese are found also in the island; in fact, with the exception of one or two mines which have been extensively worked, mining in the Isle of Man may be considered to be in its infancy.

It is a pleasant drive from Glenmay to Peel, and we regret very much that we could not devote a day to Peel, so rich in traditions and historical recollections; we made up our minds, however, to enjoy, which we did very much, the drive from Peel to Douglas. Some of our fellow-passengers (tourists) were anxious to procure a thorough-bred specimen of a "Manx cat," known in the island as "rumpys," which, I was given to understand, means a cat without a tail. The demand, however, being greater than the supply, the "Manx men" contrive to manufacture "rumpys," by cutting off the tails of Lancashire cats, and disposing of them to English tourists as genuine articles. The working classes in the island appear to be fond of an innocent beverage, a kind of small beer, which they call "jock," every pint of which is accompanied with a pepper-box, and into which, before each man takes a drink, is put a good quantity of pepper. We are quite at a loss to account for such a singular custom, but such is the fact. Mining terms in the island differ from Cornish terms; for instance, flookan is "dovk," walls of a lode, "cheeks," stalls, "buvvins," adit level, "sky level," winzes, "sumps," whims, "gins." Some of the workmen's tools are very heavy and clumsy—the Cornish pick, for instance, instead of which they have a heavy double pickaxe, such as are used by navvies. The miners are allowed to use picks in blasting instead of safety-fuse. About eight miles north-east from Douglas is Laxey Bay, and up the glen of that name is the famous Laxey Mine; the large wheel erected on the mine is to tourists one of the "lions" of the island. This mine has produced large quantities of galena, and is now producing considerable quantities of blende, and some yellow copper ore and galena.

NOTES ON MINING AND METALS.—No. I.

The discovery of metals may truly be said to have formed the chief and most essential ingredients in the germ of the civilisation of the human race, and we may distinctly trace how uniformly the advancement of civilisation has kept pace with the progress in the discoveries of metals, and with the progress of the improvements in the modes of obtaining and working the same. The stone hatchets of the most ancient inhabitants of Asia and Europe, and of the more modern South Sea Islanders; the brass weapons and implements of ancient nations of the Eastern hemisphere, and the copper weapons and tools of the ancient Americans, may all be considered as emblematic of the degree of civilisation of those nations, of whose existence and history they are the mute but important witnesses and evidence. Some ancient writers suppose that accidental conflagrations of forests, in connection with mineral deposits, did first suggest to man how to shape those hard substances, and to suit them to his purposes by the assistance of fire; and the first discoveries of various metals are ascribed by the ancients to numerous deities and fabulous heroes, and by Holy Writ to Tubal Cain. It is very natural to conclude—and that conclusion is, besides, supported by historical evidence—that those metals which are found to occur already in nature, most frequently in an almost pure (native) metallic state, were the first that were noticed and made use of by man; and as it is frequently the case that strings, masses, &c., of native metal carry a portion of their ores adhering to them, it follows that man would soon have discovered how to obtain certain metals from their ores—"Iron is taken out of the dust (sand), and brass melted out of the stone."—Job xxviii.

In attempting to paint to our mind's eye the appearance of metallic deposits at a period of the most ancient, virgin state of our earth's surface, we derive important assistance from the observations that have been made in more modern times in newly-discovered countries (America and Australasia), where extremely rich ores and native metals were found to occur in great abundance on, or very near to, the surface; and in European history we need only go as far back as the discovery, for example, of the mines in Saxony, in the 15th century, or notice some discoveries* in this island in still more modern times, in order to find the supposition corroborated, that at those remote times metals must have been obtained in comparatively large quantities, and without any great trouble, by surface diggings, or, perhaps, even for the mere trouble of gathering the same; and that hence there is little or nothing to be said regarding the art of mining at those times. I have not been able to ascertain to whom, and to what antediluvian period the Chinese, who are generally always ahead of all other nations with respect to going back to antiquity, ascribe the discovery of metals and mining. The weapons, rings, &c., which were discovered in some ancient graves in Siberia (according to Gmelin, Pallas, and others)—for example, on the banks of the Yenisey, about Orenburg, &c., as well as the relics which were found in similar places in Calmuckia and Mongolia, according to Zwick, consisted of copper, brass, and gold; and the same results meet our eyes when perusing the grave-yard history of Scandinavia, Denmark, Germany, and Great Britain.

Glancing round the Mediterranean,—the focus of our early period of civilisation, with its colony-founding, enterprising Phœnician and Greek merchants and seamen,—we find copper tools and implements in Egypt at a most ancient period. Copper mines were worked in Asia Minor, and the Island of Cyprus, from whose renowned mines the metal has derived its name, as the neighbouring island of Candia is said to have given the name to chalk (Creta; Germ. *Kreide*; French, *Craie*, &c.), if not *vice versa*; and this very island (Candia) was subsequently renowned for its iron mines; but whether they obtained there the iron from sand, as was, and still is, the case in several parts of the neighbouring Africa, or otherwise, I am unable to ascertain. Amongst the Jews, the tribe of Asser were the miners and metal workers of the nation. The Phœnicians found an ancient South America in the Spanish peninsula, where the mines are said

to have given such a rich yield, that those bold navigators were frequently induced to leave their anchors behind, and take silver ones instead; and the Spaniards of the present day, when exploring for mineral deposits, look upon the old burrows left by those ancient miners as very reliable guide-posts. It is very probable that the tin of Great Britain found its way to the shores of the Mediterranean, if not further still, through the enterprise of those ancient merchants; and the Selly Islanders, who are said to have carried on a brisk trade (chiefly in tin) with the Continent, were probably looked upon by them in the same light as our traders look upon the sea-faring South Sea Islanders, the Indians of Vancouver's Island, &c. Finding myself, thanks to those Phœnicians, now in Great Britain, I may at once mention here the supposition of some writers—that a very considerable supply of tin (and, perhaps, copper too) did come not from Cornwall or Devonshire, but from the Selly Islands. Certainly, when we watch the continual and severe struggle that has been, and is constantly going on in that part between land and sea, and the changes that have taken place there in comparatively recent periods, not losing sight of what great effects occasional great and violent catastrophes may have produced, it does not at all appear improbable to us, that those islands, in more ancient times, may have been of a considerable size, and filled, probably, with large and rich mineral deposits.

The tools with which the ancients carried on their mining operations probably consisted chiefly of copper and brass. As far back as 800 years before Christ the Egyptians worked their gold mines by means of copper tools. Agatharchides, who lived about 200 years before Christ, states the Egyptian mines as very ancient, and that they had been abandoned in the Ethiopian war. The loosening effect of the tools upon rock was probably known and turned to account at a very ancient period; and we may also reasonably suppose that, at the period which is given by the inventions of an Archimedes, the lever (crowbar) would soon be turned into use, in lifting out and breaking rocks; even the brazen-headed battering-ram, which was such a formidable destroyer of ramparts, may, for all we know, have been employed in mining.

The gradual exhaustion of superficial deposits would soon lead to underground mining, for veins and strings of metal would naturally be followed as far as practicable, and thus an experience necessary for deeper underground works would be gradually gained and used. Copper (and brass) appears to have been the ruling metal, and the guardian of the civilisation of that period. Of brass consisted their weapons and tools, and other domestic implements: the heads of their battering-rams, the beaks of their battering (war) ships, their many works of fine art, &c., consisted of brass; and the gigantic metallic structures of our present iron age find no mean rivals in the brazen colossi of that brazen age. And who knows but what that bridge of copper, which that ancient king, in his vain attempt to be a god, and to imitate thunder (by driving over it in his chariot), caused to be constructed high above the houses of his city, may not have been the first specimen of a tubular bridge? The principal one of those gigantic statues—one at Rhodes—was shattered by an earthquake: the cost of its erection is said to have been about 58,125 sterling, and what remained of its fragments (after having been lying on the ground for the space of 923 years), amounted to about 450 tons weight. The first iron in use was probably likewise native iron, as occurring in meteoric stones, &c., and though, perhaps, at that time a rarer and more valuable commodity, still we find it mentioned in the most ancient records we know of—Holy Writ, and in the poems of Homer. We mentioned above that the Egyptians, as far back as 800 years B.C., employed copper and not iron tools; and it was unknown for a long period in the interior of Asia, and the ancient Americans likewise possessed no knowledge of the same; but in Asia Minor, and some parts of Africa, iron, and the art of smelting it, seems to have been well known, and at present we find amongst many native tribes of Africa tolerably expert iron smelters and workers. §—JULIUS.

OUR NORTH AMERICAN POSSESSIONS.

DEVELOPMENT OF THEIR INDUSTRIAL RESOURCES BY THE EXTENSION OF RAILWAYS.

It is now certain that a railway from the Atlantic to the Pacific, through the British North American possessions, must be constructed, it being proved that such a line would not only benefit Canada, but materially advance the interests of the mother country. The sole questions, therefore, are how it is to be constructed, and what obstacles have to be surmounted? It is now more than thirteen years since public attention was first drawn to this project by Sir RICHARD BROWN, and the recent mineral discoveries in British Columbia now render the carrying out of the undertaking a matter of absolute necessity. In 1845 a board for promoting the scheme was organised, Sir RICHARD BROWN acting as Chairman of it, and a memorial was drawn up, asking for Government countenance and support, on the grounds that it would supersede the necessity for making the contemplated military road along the boundary line of New Brunswick, that it would afford a vast opening for the safe and profitable investment of British capital, and that it would, above all things, furnish progressively immense facilities for the systematic plantation and settlement of the whole vacant frontier territory of British North America from the Atlantic to the Pacific. This memorial forms the basis of the movement in favour of the enterprise, which has been in progress from 1845 to the present time, for connecting Europe with Asia by a line of steam-boat and railway communication through British waters and territory, which will bring London and Peking within twenty days commercial intercourse with each other. The project was favourably received by Sir ROBERT PEEL, then Prime Minister, by the Governor General of Canada, and by the Lieutenant-Governors of Nova Scotia and New Brunswick, each expressing the opinion that the scheme would, if carried out, confer great benefit on the colonies, and promising all the support in their power.

Turning to the consideration of the undertaking in a practical view, it appears that the promoters continued to urge the importance of their project, and in June, 1846, they received an intimation from the Colonial Office that Her Majesty's Ministers had determined on undertaking a survey of the country between Halifax and Quebec, with a view to ascertaining the best line to be adopted for a trunk railway, with reference to imperial and military, as well as provincial and commercial, interests. The final report of Major ROBINSON, who headed the party employed by the Government to survey the portion of the railway between Halifax and Quebec, bears date at Halifax, Aug. 31, 1848. As regards the soil, climate, resources, &c., of Nova Scotia and New Brunswick (which provinces, and the part of Canada that lies south of the St. Lawrence, still contain upwards of 14,000,000 acres of unsettled soil), this official document contains certainly the most valuable information that has ever yet been collected. From it we learn that—

"No portion of the American continent possesses greater natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea coast around each island, and in every river, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water-power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favoured by the possession of a large number of safe and spacious harbours; long, deep, and numerous rivers, and vast inland seas, supply the means of easy intercourse; and the structure of the country generally affords the utmost facility for every species of communication by land. Unbounded materials of agricultural, commercial, and manufacturing industry are there."

Upon receipt of this report the Governor-General of Canada addressed a letter, dated Dec. 23, 1848, to the Colonial Minister, in which he states:—"On the vast importance of the intended Railway, whether as affecting imperial or provincial interests, I feel that it is altogether unnecessary to insist. The subject has long been before the public, and its manifold recommendations have been ably stated in various publications, official and unofficial, as well as in the valuable reports of the surveying engineers. I cannot, however, refrain from observing that while on the one hand no undertaking seems to me so well calculated as this to connect the provinces together, to promote the interests which they have in common, to inspire them with a consciousness of their own strength, and thus to fit British North America for the fulfilment of its high destinies; so, on the other, none appears to be more likely to increase the population, extend the trade, and develop the legal resources of each. And if this remark be true as applied to Canada, still more emphatically does it hold good of the lower provinces."

The project was never lost sight of, and in the spring of the present year

* It may be remarked here that their anchors consisted of wood, weighted with lead, perhaps somewhat similar to those which are, or were, in use in the Island of Ceylon.

† The fact that the largest and richest masses of metal generally occur near the surface of the earth, and that metals are found to form actually component parts of seawater, would appear to suggest the propriety of our directing a far greater share of attention and observation to surface agencies and the sea, when treating on the formation of metallic deposits.

‡ I noticed the natives in South Africa using and working iron, which they obtained from several large lumps of meteoric stones lying in a river bed. (See below a short notice of the Kaffir smelting furnaces.)

§ When a Kaffir blacksmith wishes to smelt iron ore he provides himself with a sufficient quantity of charcoal, then digs a hole in the ground for the furnace, buries a short tube of coarse pottery, so that the one end communicates with the furnace, and the other with the nozzle of his bellows (made of bags of sheepskin), and the blast is thus applied, sometimes by several bellows.

the last exploring expedition, commanded by Col. Elliott, R.E., was dispatched to survey the country from Vancouver's Island to the eastward, with a view to the construction of that great transit route across the continent of America, which all American writers allow to be the master-enterprise of the age. The Atlantic and Pacific Junction Railway and Land Company is now in course of formation, with a capital of 6,000,000, in 240,000 shares of 25l. each, and the subscribed capital is to be secured on land colonised by free emigration, and by labourers brought to the spot at the charge of the company during the making of the railway. In the first instance, lines will be laid in connection with those existing railways in Canada and the United States which tend towards the Pacific, so that a communication may be speedily opened up; but ultimately a main branch will be thrown out, by means of which a complete system of communication will be attained, commencing and ending in the British possessions alone. There can be little doubt as to the success which the enterprise will meet with, and if the idea be carried out to the extent proposed, all parties must derive advantage. In connection with a Federal Union of British America and an Inter-Colonial Railway, the Hon. G. E. Cartier, Prime Minister of Canada, the Hon. John Ross, President of the Council, and the Hon. A. T. Galt, Inspector-General, arrived at Liverpool on Sunday last, as a deputation to confer with the Colonial Minister.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

SEPT. 30.—Another reduction of one halfpenny per pound brings the price of copper down to a lower point than it has declined since 1851. In September of that year cake copper was at 84l. per ton; it is now 98l. per ton. The advantage is considerably in favour of the present year; but the present rate, it cannot be denied, is rather discouraging, and would be much worse so if there were grounds for believing that the present depression would be lasting. But it is tolerably well known that the stocks of copper in the country are smaller than usual, and the slightest movement of trade will suffice to send up prices again.

There is a considerable improvement in the Iron Trade, and it may be expected that other metals will follow before long.

The Tin Trade at present is inactive, somewhat more than it has been, but there is reason to believe that this will also soon improve. The cheapness and abundance of money, it might be supposed, would tempt speculative purchasers of metals; but there seems to be a singular want of enterprise in this direction at the present time, although, judging by the past as well as present prospects, metals will go higher, and purchasers thereof be amply rewarded with liberal profits in the course of a few months.

Several of the western mines are looking favourable, but business in shares has this week been dull. West Basset has lately been advancing in price; the mine is looking better, and is getting into more favour. At Wheal Buller meeting the dividend was 5l. per share; the previous dividend was 7l. 10s. per share. The balance, however, was increased this time about 230l. The mine, in its present workings, does not appear to be very productive at present, but the agents have cut another lode, which they describe as a large tiny lode, and its value may be considerable when further developed. Copper Hill shares continue low, although in the western part of the sett the prospects are encouraging. At East Basset meeting the accounts for four months showed a profit of 187l., but above 400l. have been expended in extra labour cost and merchants' outlays in the erection of the new engine, thus showing the actual profit to have been nearly 600l. The 80 cross-cut is the point on which attention is more especially fixed in this mine, and the captain considers he has from 2 fms. to 3 fms. more to drive to cut the lode, from which good results are expected. There are some productive stopes in the back and bottom of the 60, on both the tin and copper lodes; in the bottom of the 60, on the copper lode, there are stopes worth from 35l. to 70l. per fm. Shares have been rather on the advance. At West Basset, the new lode discovered is considered to be of great promise, and worthy of vigorous development. Great Alfred stamp-shaft is 5 fms. below the 190, and the lode in the shaft is worth from 35l. to 40l. per fm., or from 70l. to 80l. for the length of the shaft. The eastern level in the 190 does not seem to have the bunch of ore, and the western level is not near so good as the shaft, being worth from 8l. to 10l. per fm.; there are points, however, of considerable promise in the mine. Dolcoath is doing well, and the shares are rather on the advance. Grambler shares are quoted at about 135l. At Great Wheal Busy, there is a good lode in Harvey's shaft; although the mine does not turn out speedily rich, as some of the "old men" predicted it would, there are very encouraging indications to show that it will be a great and lasting mine when further developed. There is reported to be a very promising lode in the bottom of the shaft at Buller and Basset United; the shareholders have strong grounds to hope that they will be rewarded for their outlay. South Tolgus is looking well, and shares have an advancing tendency. Old Tolgus has lately much improved, and is attracting some attention. Two or three sets in the same district as Great Wheal Busy have been granted, and operations will be commenced as soon as companies are formed. There is no doubt a great deal of ore in this district, which has been left unworked through peculiar circumstances.

The Royal Cornwall Polytechnic Society has opened its exhibition this week at Falmouth. For some years after the society was first established there were a great many models of mining machines and other inventions brought forward, which rendered the exhibitions interesting to practical men, and appeared to indicate that the society would be of considerable importance to the county in the promotion of its industrial interests. Of late years the mechanical department of the show has fallen off; but this year there seems to be again a revival of the former interest in this branch of the exhibition. Some of the machinery is applicable to mining purposes, and I shall notice several of the principal models next week. The society has undoubtedly done good. It was the means in introducing the man-engine in deep mines, and in other ways its influence has been of a useful character. It would be unfortunate for the county that such a society should fail. Would not more interest be associated with it if some of the principal members were to endeavour to form a Miners' Institute in connection with the society, somewhat similar to the Institutes of Mechanical Engineers in Wales and the North of England? An association of mine captains might bring forward a mass of information on the characteristics of lodes, which Mr. R. W. Fox, Mr. W. J. Henwood, and other scientific members of the society, might endeavour to digest, and thus be the instruments, probably, of eliciting a valuable series of rules for guidance in mining operations in the different districts of the county.

The Cornish Militia has been called out for 21 days' training and exercise. There are two regiments—a rifle corps assembling at Bodmin, and the Royal Cornwall and Devon Miners' Artillery exercising at Truro. It is remarkable that the Miners' Regiment is a much finer body of men than the other, and they are said to be exceedingly apt in learning their exercise. The Miners' Regiment is commanded by Lieut.-Colonel Sir Colman Rashleigh, Bart.; the Colonel being His Royal Highness the Duke of Cornwall. The regiment is a small one, numerically, in comparison with many others; but the appearance and bearing of the men are all that their officers can desire.

REPORT FROM NORTHUMBERLAND AND DURHAM.

[FROM OUR CORRESPONDENT.]

SEPT. 30.—The Coal Trade here, on the whole, may be considered as somewhat improved; a large export trade is going on at most of the north-eastern ports, and the prices are in some cases a little improved. The London coal trade is firm, with little change, best coals being 17s. per ton, and the freights remaining at about the same rates as formerly—they range from 5s. 3d. to 5s. 9d. per ton. The strikes in the Midland Counties have rather increased the demand in South Durham for coal and coke. No doubt the great depression in trade would have been more felt in these counties had not the coal trade been deranged in other districts by extensive strikes.

The Iron Trade is also rather improved, but still far from being active. It is stated that a company has been formed to work the Farnaces Royalty. This place is situated a little to the west of Gateshead, near the junction of the Team River with the Tyne. Coal has been worked for some time on a small scale, and good seams exist here, but the coal strata are much disturbed by dislocations. Much water also is met with, and in some of the seams, especially the Brockwell, blowers of gas are often met with, so that the general character of the locality is by no means very good. The situation for the sale of the coal is excellent; and, as the Beaumont seam contains excellent house coal, while the Brockwell makes good coke, this has induced several companies from time to time to make trials,

but none of them have as yet been successful. A few years ago a very spirited trial was made by the extensive firm of Messrs. John Bowes and Co. They sunk a new shaft, and tubbed the principal feeders in the old shaft; and, in fact, erected plant and all the necessary appliances of a moderate sized colliery, no expense being spared to ensure complete success. The Beaumont seam was found in this new shaft, but so much disturbed by faults, and intermixed with stone bands, as to be practically useless. The Brockwell seam was also found good, but at a short distance from the shaft was discovered to be much disturbed, and so irregular in thickness as to cause much trouble and expense; owing to these circumstances, it was found that the coal could not be worked to a profit, and, therefore, the enterprise was relinquished. The Elswick Coal Company intend to work those seams in the royalty adjoining that alluded to, but they have not as yet made such progress as to enlighten us much as to the state in which the coal seams will be found in that part of the coal field. However, as good coal is, no doubt, to be found on the estate, we hope the present company will be more fortunate than others, and prove successful.

The damage done to the winding engine at the Hebburn Colliery, by the late accident has been repaired, and coal work has been again resumed at that place.

The subject of Harbours of Refuge is attracting much attention here at present; it is a very important subject, and one that deserves the most serious attention. The question as to the situation of the most eligible site for such harbour has been eagerly discussed; the interests of the several parties engaging in those discussions, no doubt, influencing them, to some extent, in the choice they make of a site. This point, it is expected, will be decided shortly, as the members of the Royal Commission appointed for that purpose are expected to visit the locality. No doubt the opinions of the most eminent engineers will be required on a point of such grave importance, and it is to be hoped that a good site will be found for the purpose, and that no time will be lost in the formation of a harbour, as the saving that will be effected in shipping property on this much-frequented coast will be almost incalculable.

In the meantime, it is gratifying to know that the reports of pilots and others continue to show that since the appointment of the Tyne Commissioners great improvements have been made in that river, and especially in the depth of water obtained at and near the mouth of the river.

A meeting has been held at Morpeth for the purpose of discussing the subject of a proposed line of railway from that town up the Wansbeck Valley to Bellingham. The proposed line will join the Border Counties Railway near the latter place. It will form a loop line between the North-Eastern and Border Counties Railways, and will open out a country very beautiful and secluded, chiefly agricultural. But if the line for the extension of the Border Counties Railway to join the North British, &c., be obtained next session of Parliament, which there is no reason to doubt, the proposed line may ultimately become of some importance in border railway communication.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT AT WOLVERHAMPTON.]

SEPT. 30.—The preliminary meeting of the ironmasters was held to-day in this town, and was attended by the leading members of the trade. No alteration was made in prices, which accordingly continue at 7l. 10s. for bars, and other qualities in proportion. With respect to the position of the trade, accounts somewhat differ. The orders for the United States are very small, but this is usually a dull season for that market, as the canals will shortly be closed. There have been during the last two months numerous enquiries for iron of various kinds, especially for railways, but the contracts sent to this district are extremely few, other iron-making localities offering much lower rates. Large Russian contracts have already been given out, but the greater part are said to have gone to Scotland, and only a very small portion have been taken here, but it is stated that a large quantity are to be from Staffordshire, the orders not being yet given out on account of the prices offered not being satisfactory to the purchasers. The conditions of the Russian contracts are so stringent, and place the manufacturer so much at the mercy of officials, that many decline to incur the danger of accepting contracts with such specifications. Some works are undoubtedly busier, but it seems plain that the anticipations long ago expressed in this letter, that trade will be dull until spring, will be realised. Prices vary a good deal, and low rates are said to be accepted by many makers. Pig-iron is commanding a better price than it did; in some cases 2s. 6d. per ton more has been paid, and sellers are pressing for 5s. advance. It is urged that the strike of the colliers, as it makes the produce of pig-iron dearer, by compelling the conveyance of coal from a distance, is a reason for this advance. The important feature of the ironmasters' meeting was the consideration of the question of wages, and the following resolution was passed on this subject:—

"The question of the proposed reduction in the wages of the thick coal colliers from 3s. to 4s. per day having been brought before a large and influential meeting of the iron trade, held at Wolverhampton, this day, it was the unanimous opinion of the trade, that considering that all classes of workmen employed in the iron trade, except the thick coal colliers in the Oldbury and West Bromwich districts, have been already reduced to meet the great reduction in the price of iron, and as it is manifestly just, as well as necessary, that the wages of this portion of the South Staffordshire district should undergo the same scale of reduction, the trade is resolved to resist the demands of the colliers for a continuance of their wages at 4s. a day, as alike unwarrantable and unjust."

During the week, some other colliers in the western part of the thick coal district have left work, their notice for an advance having expired on Saturday last, and these swell the number on strike, although in the western district it is very far from being general. The colliers appear determined to stand out for their former rate of wages, whilst the masters appear equally determined to resist. The strongest argument of the men is that the reduction is very large, being 20 per cent. on their former wages, and in this there is great force; but, on the other hand, it is stated that the men in the district where the strike exists have in times past been receiving higher wages than other colliers, either in South or North Staffordshire, or in other colliery districts, owing to the coalmasters of that district having had a monopoly in the supply of Birmingham both with domestic coal and engine slack. This monopoly has within the last year or two been greatly disturbed by the opening of extensive mines in Cannock Chase, by coal being sent from Derbyshire, and lately by the opening of the tunnel, which affords an easy transit for the thick coal west of Dudley to the Birmingham market; and this hitherto favoured district must henceforth compete with other sources of supply, and hence the necessity for a reduction of wages. Looking, again, at the great fall in the price of iron, 30s. per ton, according to the trade quotations, below which so many have now to sell, and the increasing competition with other districts in the manufacture of iron, the necessity for a reduction in the price of every element in its production appears evident.

An indication has been afforded of the strike possibly extending to the thin mine district, by a number of colliers in the employ of the Messrs. Williams, at the Bradley Hall Colliery, near Bilston, being summoned before the magistrates, on Wednesday last, for leaving their work without giving proper notice. They gave a fortnight's notice for an advance on Saturday last, but did not again return to work. It appeared that rules, one of which requires the men to give notice, were placed in the hovel and at the whimsey, but there was no proof that these men could read—in fact, the complainant, the chartermaster, could not—nor that they had seen these rules; and it was stated by the chartermaster that on their engagement nothing was said about notice. But it was stated in evidence that it had been the rule for many years at that and other collieries in the district for fourteen days' notice to be required, which the men appeared to have shown their knowledge of, by first giving the notice and then keeping away from work, without waiting for the expiration of the time. The magistrates appeared unwilling to convict, and the case was adjourned for five weeks, Mr. Leigh, the stipendiary magistrate, telling the colliers that it would be far more honourable of them to work out their notice, as there was no doubt that they were aware that it was the custom to give notice, and Mr. Williams, their employer (High Sheriff of the county), had a very high character as being one of the best masters in the district. One of the men said they had no complaint to make against their master, and that they should have worked the fortnight but for being intimidated by some of those on strike. The magistrates also strongly urged the importance of the agreement as to notice being more distinctly made known.

Similar cases were heard on Monday before the Dudley magistrates. Mr. Roberts, Manchester, the miners' "attorney-general," appearing for the men, and Mr. Caldicott, a respectable local solicitor, for Mr. Llewellyn, the complainant. The evidence was similar to that usually adduced, except that it seemed there had been a dispute whether, when the men were working by day or in band, they were to receive wages for a day and a half, or for a day and a quarter, they having previously been paid at the former rate. The evidence appeared to show that the men were discharged at the pleasure of their employers without notice, and evidence was called on be-

half of the one defendant whose case was heard, to show that men were regularly discharged without receiving any notice. The magistrates decided to commit the defendant, upon which Mr. Roberts applied for a case to submit to the Court of Queen's Bench. It was eventually agreed, as this case had occupied until six o'clock, to adjourn the others for a fortnight, and also to adjourn judgment in the case heard for the same period, to afford Mr. Roberts an opportunity for appeal. That every collier in the district knew that it is "the custom" to require a fortnight's notice there can be no doubt; but that the masters feel themselves bound by the same rule is extremely doubtful, although if men required a fortnight's notice, magistrates, except in cases of misconduct, would, no doubt, decide in their favour. The essence of the dispute lies in the question whether, as required by law, the arrangement for notice is mutual. It may be remarked that, in the course of the case, Mr. Roberts transgressed the great latitude always allowed to advocates, by calling the respectable solicitor who appeared for the complainant "an insolent puppy," repeating the phrase more than once, and eliciting from Capt. Bennett, the presiding magistrate, the remark that during 20 years' experience he had never known an advocate conduct himself in such a manner.

The Truck Question assumed a somewhat new aspect in the Police Court in this town yesterday (Wednesday). Mr. Leigh, the stipendiary magistrate, and Mr. Rupert Kettle, a barrister of the Oxford Circuit, with another magistrate, were on the Bench, and Mr. John Smith, solicitor, of Birmingham, appeared for the Messrs. Hickman, ironmasters, to defend in some cases in which they were charged with paying their workmen in goods instead of in money. Mr. Smith objected to Mr. Kettle adjudicating in these cases, because the Act disqualifies any magistrate from exercising jurisdiction in such cases whose father, brother, or certain other relatives specified, are engaged in trades connected with the manufacture of iron, Mr. Kettle having a brother in Birmingham, a gilt toy manufacturer. Mr. Kettle had not thought of this application of the clause in the statute, and retired from the Bench, evidently with some surprise and a little vexation thus to be tripped up in his own line. But Mr. Smith objected both to Mr. Leigh and Mr. Kettle on the ground that they were shareholders of the Wolverhampton Banking Company which he was prepared to prove, had an iron-works in its possession. Both the worthy and learned magistrates disclaimed any knowledge of any such works being held by the bank, Mr. Leigh being a director—but Mr. Smith, who is attorney for Mr. Saml. Griffiths, coolly said he thought he knew as much about the affairs of the Wolverhampton Bank as most people, and, perhaps, more than some of the directors. He is taking steps to appeal against the decision against the Messrs. Hickman in a case tried last week, and he rests his case partly on the ground that the magistrates were not qualified to adjudicate. The working of this Truck Act is certainly far from satisfactory. It enables a few informers to get a livelihood, and also puts large costs into the pockets of lawyers who bring forward informations, but its operation is surrounded with difficulties and technicalities, as must be the case with all laws which contravene the ordinary rule of leaving to the parties concerned the option of contracting as they may choose. It is, however, by no means clear that the necessity of the case does not justify such a law, especially considering how little extent miners especially possess the qualities which would enable them readily to put down any form of real oppression which they might suffer from.

The inquest in respect to the deaths caused by the late fearful catastrophe on the Oxford, Worcester, and Wolverhampton Railway, was resumed to-day, and some evidence was taken respecting the guard's conduct. It was again adjourned.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

SEPT. 30.—Our markets display a firmer tone, in consequence of an improved enquiry for most descriptions of iron, which has sprung up within the last few days. Consumers are now driven to make purchases, their stocks approaching low water-mark, and the makers here being in a position to execute large orders on very small notice. Railway iron is now sold pretty freely, and several orders have come in since we last wrote. For home use fresh supplies are now required; while from the Continent dealers begin to appear in larger numbers. Thanks to the French monopolists, iron from this country is periodically required in large quantities, and at the present time several firms are busy executing orders destined for Paris. From Russia and Germany a partial demand is also experienced; but the Americans have restored very little of their former trade. On the whole, however, the ironmasters have certainly a better prospect before them than for some time past, and perhaps the last quarter may prove more prosperous than the first of the year. On the hills generally more activity prevails, although, unfortunately, wages keep down, and the condition of the colliers and puddlers, and all classes, is very bad in consequence. There is more full employment given now than was the case a few weeks ago, and perhaps before very long the masters will be enabled to make some increase, however slight, in the rate of pay.

The casualties reported in mines this week are fewer than usual, and none of them are of a fatal character. At the Cyfarthfa Works recently a little girl employed there came to her end in a very dreadful manner. By some means her clothes caught alight, and she ran to the rolls to extinguish the fire. The spindles caught her clothes, dragged her between the wheels, and tore her body to pieces. It is stated that one of her legs was thrown to a great height. The remains of the poor little creature are described to have been gathered up in fragments, the spectacle being one of the most shocking which can well be conceived. An inquest was held, and a verdict of "Accidental Death" returned.

It appears to us that this melancholy affair illustrates the folly of placing children of very tender years at work in large iron-works. The girl whose case we have described was but thirteen years of age, and many are employed at even an earlier period of their lives. Not to speak of the moral effects of such a practice, it has been many times proved that it cannot be indulged in without loss of human life. These poor children are placed in positions of peril before they well know what danger means, and are compelled to work hard at a time when all their tendencies are towards the playground. Parents are glad to receive the few shillings which they monthly earn; and the agents take them; on without regard to the consequences which may, and too often actually do, ensue. It is pitiable to see the large numbers of stunted children which swarm in the iron-works, and are placed in situations a man would find arduous. Mr. Lionel Brough has bestowed great attention to the matter in South Staffordshire; we trust he will perform a similar service in this district, where a large field remains open for his exertions.

Another matter equally requiring reformation, and also deserving the notice of our new Inspector, is the employment of girls in mines. We have some difficulty in discovering the pits in which this offence against the law is committed, for considerable pains are taken to conceal it, but that the practice really exists is well known. We do not say that it is general throughout the iron-works, but in two, at least, that we could name the system is to be found in its worst state. The authorities in other places are oftentimes too honourable to permit anything of the sort; but by the connivance of the overlooker, or some clandestine means, girls are taken into the pits and there work. The impropriety of these proceedings do not require remark, and the interference of the law ought not to be necessary to induce agents to put an end to them. No doubt the practice is less general than it used to be, but it ought not to exist at all; and we trust Mr. Brough will take measures by-and-by which will result in its entire extinction.

The projected line from Merthyr through the principal iron-works to Abergavenny is gaining favour with the public. Shares are now being pretty freely taken up in Rhymney and Tredegar, and it is said that the directors will very shortly be enabled to go on as far as Brynmawr. The complete success of the scheme is looked forward to with confidence, and Mr. Bailey gives it his cordial support. This will probably induce other ironmasters to come forward, and the capital will then be soon subscribed.

There has been very little else of interest here this week. Mining speculations are being carried on with spirit, several new veins of coal having been discovered on various estates. There is a rumour of an intention on the part of certain capitalists to establish new iron-works in the neighbourhood of Cardiff as soon as trade improves, but no details have as yet come to our knowledge.

AUSTRALIA—LARGE ARRIVALS OF GOLD.—Yesterday (Friday) the white star clipper *Sultana*, which left Melbourne on June 24, arrived in the Mersey with 49,250 lbs. of gold, valued at 160,000l., and 115 passengers. The cargo of the *Sultana* included 700 bags of wool, 5500 bags and 1140 casks of copper, and 85 casks of tallow. The Black Ball clipper *Ocean Chief*, which left Melbourne on July 15 with 48,000 lbs. of gold, valued at 200,000l., was off Liverpool yesterday afternoon, and expected to arrive last night in the Mersey. She brings 150 passengers and a large cargo.

INDIA AND CHINA, BY BRITISH COLUMBIA AND CANADA. THE ATLANTIC AND PACIFIC JUNCTION RAILWAY AND LAND COMPANY (LIMITED).

Capital, £2,000,000, in 240,000 shares of £8 each. A deposit of 2s. 6d. to be paid on application, with a further payment of 2s. 6d. per share on allotment.

The plan of this company holds out the unusual advantage that the subscribed capital will be secured on land colonised by free emigration, and by labourers brought to the spot, at the charge of the company, during the making of the railway.

For the purpose of perfecting, at the earliest possible time, a communication by railway between the Atlantic and Pacific, and the opening of a direct, and really overland route with the East, the lines of this company will, in the first instance, be laid down in connection with those existing railways in Canada and the United States, which tend from the Atlantic seaboard towards the Pacific, so that, by associating with these and extending them, the company may, in the shortest time, complete the chain from Canada to British Columbia.

A main branch line will be afterwards thrown out, by means of which a complete series of communication will be attained, commencing and ending in the British possessions as one alone.

Arrangements will be made with the Governments of Great Britain and Canada, and the Hudson's Bay Company, for the concession of 15 miles on each side of the line. This great continuous block of land will be the property of the company, will be brought into cultivation by free emigrants and labourers, and will be located and leased for the benefit of the shareholders.

Prospectuses with full particulars are in preparation. In the meantime all communications and applications for shares may be addressed to Messrs. TUCKER, GREVILLE, and TUCKER, solicitors to the company, 28, St. Swithin's Lane, E.C.

CAPE TOWN RAILWAY AND DOCK COMPANY.

Incorporated by special Act of Parliament, 18 Vic., session 1855.

At the half-yearly general meeting, held this day, at the offices of the company, No. 261, Gresham-house, Old Broad-street, in the City of London,

HARRISON WATSON, Esq., in the chair,

After the advertisement calling the meeting and the report of the directors had been read, it was proposed by the CHAIRMAN, seconded by the MANAGING DIRECTOR, and carried unanimously:—

That the report now read be received, and the recommendations therein contained with respect to the preliminary and management expenses be adopted.

It was proposed by JOHN ROBERT TUCKER, Esq., seconded by ALEXANDER MACDONALD, Esq., and carried unanimously:—

That the present directors and auditors be re-elected.

The resolution of the board of directors, held October 27, 1858, recommending the appropriation of 200 paid-up shares to Captain Raymond, to be issued in such manner as the shareholders may determine, having been put by the CHAIRMAN, and seconded by H. BORRADAILE, Esq.,

The following amendment was proposed by JAMES THOMPSON, Esq., seconded by M. SHIELD, Esq., and carried unanimously:—

That, in the opinion of the shareholders, the sum of £1000 is an ample remuneration to Capt. Walter Raymond as promoter of the company, as the shareholders consider that the success of the company is entirely owing to the energy of the present directors, and that this sum be paid to Captain Raymond by the directors, at such time and in such manner as they think fit; but all legal proceedings must be withdrawn before any payment can be made.

It was proposed by Capt. NUTTING, seconded by S. BRYANT, Esq., and carried unanimously:—

That this meeting congratulate the directors on the success that has attended their exertions, and offers them, and especially the managing director, its best thanks for the energy and perseverance by which it has been obtained.

HARRISON WATSON, Chairman.

261, Gresham-house, Old Broad-street, London, September 30, 1858.

CAPE TOWN RAILWAY AND DOCK COMPANY.

Incorporated by special Act of Parliament, 18 Vic., session 1855.

FIRST CALL, OF £1 18s. PER SHARE.

NOTICE IS HEREBY GIVEN, that the Directors of the Cape Town Railway and Dock Company have, by a resolution of the Board, made a CALL of ONE POUND EIGHTEEN SHILLINGS ON EACH SHARE of £20, and that the same must be paid to the bankers of the company, the City Bank, Threadneedle-street, London, on or before the 23d inst.

Shareholders who shall neglect to pay the call now made on or before the 23d inst., will be charged interest at the rate of 4s. per cent. per annum, and will incur a loss of interest at the same rate for the period intervening between the 23d inst. and the date when such call may be paid.

Interest at the rate of 4s. per cent. per annum will accrue upon the above call from the date of payment to the company's bankers.

Payments in full—that is, £20 per share—will be permitted to be made by shareholders to the extent of one-fourth of their shares, on giving notice to the managing director, on or before the 18th inst.

By order of the Board.

261, Gresham-house, Old Broad-street, London, October 1, 1858.

THE INTERCOLONIAL ROYAL MAIL STEAM PACKET COMPANY (LIMITED).

Capital £125,000, in 12,500 shares of £10 each.

DIRECTORS.

The Hon. ROBERT FULKE GREVILLE, Castle Hill, Milford, South Wales, Chairman.

Rear-Admiral the Right Hon. LORD GEORGE PAULET, C.B.

Z. C. PEARSON, Esq., Hull and London.

THOMAS CAVE, Esq., 52, Threadneedle-street.

JAMES COLEMAN, Esq., 74, Great St. Helen's.

EDWARD DANNATT, Esq., Hull.

JAMES COOPER, Esq., Elm House, Brixton (late of Sydney).

GEORGE ELLISON, Esq., Hull.

JOHN DALTON DANNATT, Esq., Redbourne, Lincolnshire.

GEORGE EDMETT, Esq., the Bower, Maidstone.

(With power to add to the number.)

AUDITORS.

Directors' auditor, John Loft, Esq., director of the Hull and Selby Railway.

Shareholders' auditor to be appointed out of the shareholders at their first general meeting.

BANKERS—Messrs. Saps, Baubury, Nix, Mathieson, and Co., 77, Lombard-street.

SOLICITOR—C. S. Todd, Esq., Hull.

BROKER—Thomas Dyer, Esq., 6, Bank Chambers, Lothbury.

SECRETARY—Mr. James Worley.

MANAGING DIRECTOR—Z. C. Pearson, Esq.

OFFICES, 41, MOORGATE-STREET, LONDON, & RUSSIA CHAMBERS, HULL.

This company has been formed to acquire and work out the valuable contract entered into by Messrs. Pearson, Coleman, and Co., with the Lords of the Admiralty, for an exclusive monthly mail service between Sydney and the principal ports of the colony of New Zealand for a term of 10 years, and for the further object of meeting the requirements of the increasing trade between Australia, New Zealand, and this country.

A printed copy of the contract may be inspected at the company's offices, by which it will be seen that the conditions are fair and equitable, and hold out a highly remunerative prospect to the contractors.

In consideration of four efficient steam-vessels being furnished, to be inspected and approved of by the Admiralty previous to their departure from England, Her Majesty's Government has granted a subsidy of £24,000 a year for the first four years of the contract, and £22,000 a year for the remaining six years of the term, and additional mileage is granted at the original contract price—11s. per mile for all extra distances.

The steamers are at liberty to carry passengers and cargo in addition to the mails.

The distance from Sydney to Nelson is 1080 miles, and on the branch line from Nelson to Wellington, Auckland, Canterbury, New Plymouth, and Otago, is, on the whole, 727 miles, to perform which seven days are allowed each way on the main line, and six days on the branch line.

The contractors, though bound to use all diligence to perform the voyages within the agreed time, have also accepted this contract on condition that the system of firing for non-punctual performance, which has been so detrimental to some subsidised companies, should not be enforced except in cases of wilful neglect.

Messrs. Pearson, Coleman, and Co., have fitted out four screw-steamers—the *Prince Alfred*, 1200 tons, builders' measurement, and 200-horse power; the *Lord Ashley* and *Lord Worsley*, of 580 tons, and 100-horse power respectively; and the *Airedale*, of 480 tons, and 100-horse power. These ships have been furnished with duplicate machinery, and are in every way adapted for the purposes required; they have been surveyed, highly approved, passed by the Government Surveyor, and have been purchased by the company.

The *Lord Ashley*, *Lord Worsley*, and the *Prince Alfred* have already sailed for New Zealand, with full cargoes and complements of passengers, and the *Airedale* will be dispatched in October.

The payment of the subsidy commences with the departure of the first vessel with the mail on board.

In addition to the income derivable from the Government subsidy, the steamers will obtain a portion of the existing trade between New Zealand and Australia, and also of the New Zealand coasting trade. From the estimates annexed to the prospectus, which have been very carefully made up and revised by most competent authorities, there is no doubt a large income will be derived from this source.

The net annual earnings, on half cargoes only, are thus estimated:—

For the main line £17,272

For the branch line 9,001

Total £26,273

Deduct for home management and expenses, say 2,373

And a profit of more than 20 per cent. remains for dividend to shareholders.

It is proposed to raise a capital of £125,000, in 12,500 shares of £10 each; £5 to be paid one month after allotment, and further sums may be required; but no call shall be made at an interval of less than three months after the first payment. Messrs. Pearson, Coleman, and Co. subscribe for £40,000 of the capital, on precisely the same terms as the remainder is offered to the public.

A proposition has been submitted to the directors to extend the service from monthly to bi-monthly sailings; as also to undertake, upon equally advantageous terms, nearly the whole of the intercolonial mail service for the Australian continent. The negotiations for these extensions, when more fully developed, will be submitted to the shareholders for their consideration.

Applications for shares must be made either at the company's offices, 41, Moorgate-street, or Russia-chambers, Hull, or to the broker, THOS. DYER, Esq., 6, Bank-chambers, Lothbury, on the accompanying form; and no application will be considered unless a deposit of 5s. on each share applied for be previously paid to the company's bankers.

The deposit will be returned if the application be not acceded to.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Intercolonial Royal Mail Steam Packet Company (Limited).

GENTLEMEN,—I have this day paid into Messrs. Saps, Baubury, Nix, Mathieson, and Co., to your credit, the sum of £..... being a deposit of 5s. per share on shares in the above company, and I request you to allot me that number of shares, which I hereby agree to accept, or any less number you may be pleased to allot me.

Name.....

Profession or business.....

Address.....

Date.....

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX, AND CHEMICAL WORKS.

NEAR STOKES-UPON-TRENT, STAFFORDSHIRE.

JOHN RENSFELD WILLIAMSON, MANUFACTURER AND REFINER.

Reference—Professor Miller, King's College, London.

PORTPATRICK RAILWAY—CONTRACT FOR RAILS.

THE DIRECTORS ARE PREPARED TO RECEIVE TENDERS FOR THE SUPPLY OF FIVE THOUSAND TONS OF RAILS, delivered, free of expense, to the railway company at different ports and places on the coast of Kirkcubrightshire and Wigtonshire. Specifications may be obtained, on application, from Messrs. B. and E. BATH, engineers, Edinburgh, on and after Thursday, the 7th day of October.

Sealed tenders must be delivered not later than Monday, the 25th day of October, addressed to the engineers as above, and endorsed, "Tenders for Rails." The directors do not bind themselves to accept the lowest or any tender.—*Stranraer*, September, 1858.

WATERFORD AND LIMERICK RAILWAY COMPANY.

TENDERS FOR COAL AND COKE.—REQUIRED, for the use of this railway, TWO THOUSAND SIX HUNDRED TONS OF BEST PORT LANELLY and ABERDEAR HAND-PICKED STEAM COAL. Also, FOUR HUNDRED TONS OF BEST LOCOMOTIVE COKE, to be delivered into the company's yard at Waterford, at the rate of 600 tons of coal and 100 tons of coke per month from date of contract. Sealed tenders to be addressed to the Chairman, Mall, Waterford, up to the 27th inst. The contractors will have to give security for the due performance of the contract.

Waterford, September 16, 1858.

LEAD MINE.—A FEW GENTLEMEN about to OPEN a LEAD MINE.

MINE of more than ordinary promise are DESIROUS of GETTING a FEW MORE TO JOIN THEM. Capital required merely nominal.—Full particulars given by addressing "H. S.," *Mining Journal* office, 26, Fleet-street, London, E.C.

LEAD MINES.—WANTED, a PARTNER in a PROVED SILVER-LEAD MINE.

The lodes are easily worked, being near surface, and will prove a valuable investment, to pay 20 per cent. on the outlay. About £1000 will be sufficient to carry on the concern with great profit, as the lodes are rich, and the ore has a ready market.—Address, "F. G.," *Mining Journal* office, 26, Fleet-street, E.C.

PARTNERSHIP.—WANTED, a PARTNER commanding £2000

to £3000, in a COLLIERY producing a FIRST-CLASS HOUSE COAL, of which any quantity can be disposed of in the West of England and Ireland. The colliery is situated only four miles from the shipping port. There is a pit sunk 100 yards deep to the coal, with winding engine, &c., capable of raising over 100 tons per diem. The coal can be worked very cheaply, and even with the present depressed state of the market a large profit can be realised. Most satisfactory information in every respect can be given. PRINCIPALS alone will be treated with.—Apply to H. HUXHAM, colliery viewer, Cwm Rhonda, Pont-y-Prid.

MANAGER OF BLAST FURNACES.—SITUATION

WANTED.—A YOUNG MAN, who has had 15 years' practical experience in the iron trade, desires a SITUATION to MANAGE, or SUPERINTEND the MANAGEMENT of, BLAST FURNACES. He is well acquainted with the manufacture of pig-iron, making plans, and superintending the erection of blast-furnaces, and managing them; making out yields, costs, and book-keeping, and can be well recommended.—Address, "E. P.," *Mining Journal* office, 26, Fleet-street.

TO ALKALI AND SULPHURIC ACID MANUFACTURERS.

—The ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and on the most improved principles, is OPEN to TREAT with manufacturers having works at present in operation, or capitalists about to erect the same, in any part of England or abroad. Highly respectable references as to ability and character will be given.—Communications may be addressed to "X. Y.," care of Mr. Jas. Newton Warburton, 30, Cumberland-row, Newcastle-on-Tyne.

TO MINE PROPRIETORS.—TO LET, the CEFN GWYN

MINE, in the neighbourhood of Aberystwyth. A 30 ft. water-wheel, with a pair of first-rate crushers and pumps, now on the mine and in excellent repair, may be procured from the late lessees, for cash or shares, or partly in either mode.—For particulars, apply to the Rev. LEWIS GILBERTSON, Jesus College, Oxford.

TO IRONMASTERS.—THE ADVERTISER, who has had many

years' practical experience, seeks an ENGAGEMENT as FORGE and MILL MANAGER. He is thoroughly conversant with the several processes required in making coke and charcoal iron, sheet-iron and boiler-plates, Canada plates and tin-plates, as well as with the manufacture of bars and rails. Liverpool and Manchester, also in the counties of Kent, Surrey, Sussex, Essex, Suffolk, Norfolk, and Cambridgeshire. He would prefer a new works, or would undertake to erect a new works, and manufacture and sell on commission or salary. Can give good testimonials, &c.—Address, "W. W.," care of Mr. A. Flack, King's Arms Tavern, Aldersgate, City, London.

TO ENGINEERS AND OTHERS.—FOR SALE, BY PRIVATE

CONTRACT, the whole of an ENGINEER'S PLANT, in good condition, in Newcastle-on-Tyne. Any person with a small capital would find this a favourable opportunity of beginning business.—Apply to Messrs. M. WHEATLEY and Co., iron merchants; or Mr. GEORGE HERON, engineer, Newcastle-on-Tyne.—*Gateshead*, Sept. 17, 1858.

TO LAND PROPRIETORS, COLLIERY OWNERS, AND OTHERS, HAVING FIRE-CLAY ON THEIR ESTATES.—THE ADVERTISER

is in WANT of a SITUATION as MANAGER. He understands the manufacture of sewer tubes, fire-bricks, junks and quagries, and terra cotta work; has a first-rate connection for the sale of such goods in London, Liverpool, and Manchester, also in the counties of Kent, Surrey, Sussex, Essex, Suffolk, Norfolk, and Cambridgeshire. He would prefer a new works, or would undertake to erect a new works, and manufacture and sell on commission or salary. Can give good testimonials, &c.—Address, "W. W.," care of Mr. A. Flack, King's Arms Tavern, Aldersgate, City, London.

MINERAL PROPERTY, SOUTH WALES.—TO BE LET,

SEVERAL LEAD LODES on the FARM of GWNDOWN MAWR, in the parish of Trelech-ar-Betws, in the county of Carmarthen. Some of these lodes are now producing lead in considerable quantities, on another portion of the said farm.—Apply to Mr. BEN JONES, land agent, *Journal* office, Carmarthen.

MINERALOGY.—KING'S COLLEGE, LONDON.—

PROFESSOR TENNANT, F.R.S., will commence a COURSE of LECTURES on MINERALOGY, with a view to facilitate the study of Geology, and of the application of Mineral substances in the Arts. The lectures will be illustrated by an extensive collection of specimens, and will begin on Friday morning, Oct. 8, at Nine o'clock. They will be continued on each succeeding Wednesday and Friday, at the same hour. Fee, £2 2s.

COPPER HALVANS.—WANTED TO PURCHASE, a LARGE

QUANTITY of COPPER HALVANS, those containing much quartz preferred.—Direct to "J. H.," 5, Dale-street, Liverpool, stating percentage and price, &c.

STEAM ENGINES AND BOILERS OF ALL CLASSES,

and for MINING, MANUFACTURING, or OTHER PURPOSES, TOOLS, MACHINERY, RAILWAY, AND OTHER PLANT, NEW OR SECOND-HAND, may be had on the shortest notice, on application to Mr. WHEATLEY KIRK, Cross-street, Manchester. N.B.—See his Weekly Circular, which may be had by post one stamp.

FOR SALE, OR HIRE, TWO 12-in. WINDING and PUMPING

ENGINES, ONE 3-in. PUMPING ENGINE, on strong wood frame, for portability. BUILT with flanges, 4 tons (nearly new). Also, a 20-hp. 7-in. DRAWING LIFT complete, at 6s. 3d. per cwt.—Apply to J. S. PHILLIPS, Engineer, &c., *Marazion*.

FOR SALE, a 24 in. WHIM HORIZONTAL ENGINE, with a

10 tons boiler, nearly new, in excellent condition, and drawing machine attached. As this engine is very superior in make and condition, parties requiring one will do well to examine it.—Apply to Mr. C. WACOXS, 21, Southwark, Exeter.

TO BE SOLD, BY PRIVATE TREATY, THE UNEXPLORED

TERM OF LEASE of certain extensive and valuable LEAD MINES, situated between the towns of Newmarket and Bangor, in the county of Down, Ireland, and called the NEWTON AND MINES; together with the MACHINERY, TOOLS, IMPLEMENTS, STORES, and MATERIALS, thereto belonging; including FIVE STEAM-ENGINES, EXCELLENT CRUSHING MILLS, and every requisite convenience for carrying on an extensive business. These mines have already yielded in profits £25,000 and upwards, and are still working at a profit. It is now requisite to open out new ground, of which there is a large extent unexplored; from the nature of the Deal of Association, the directors are unable to make calls upon the shareholders, and it has been determined to dispose of the mine.

The LEASE, which comprises the whole township of White Spots, is held for the life of a healthy young man, 19 years of age, together with an unexpired term of six years from the 1st November last. The works are conveniently situated within a few miles from the port of Bangor, where the mining company have a store.

A few spirited adventurers, willing to embark a moderate capital, will find this a most favourable opportunity, offering fair and reasonable prospects of success.

Terms and particulars may be known upon application to W. BECKWITH, Esq., Douglas, Isle of Man; or Mr. H. B. NOBLE, Secretary of the Newtownards Mining Company Douglas.—April 7, 1858.

TO LET, the COAL, IRONSTONE, and FIRE-CLAY, under

lands in the GWENDRAETH VALLEY, SOUTH WALES, belonging to Lieut.-Colonel S. Cowell Stegney, consisting of SEVENTEEN SEAMS OF COAL, varying in thickness from 2 to 9 ft. numerous SEAMS of IRONSTONE, with ONE SEAM of BLACKBAND, about 16 in. thick.

The Gwendraeth Canal passes through the property, and leads to the South Wales Railway, as well as to the ports of Kidwelly and Pembrey; the latter port being about eight miles distant, and having a floating dock capable of accommodating vessels of 500 tons and upwards.—For further particulars and to treat, apply to CHARLES BENKELEY, Esq., solicitor, 52, Lincoln's Inn-fields, London; or WILLIAM ROSSER, Esq., mining engineer, Llanelli, South Wales.

TO BE LET ON LEASE, for a term of years, the WHOLE of the

UNWORKED COAL under about 250 acres of the BELPER LAWN ESTATE, near Belper, in the county of Derby. The coal lies at an easy depth from the surface, varying from ten to forty-five yards, and may, therefore, be worked without a large outlay of capital.

The immediate vicinity of the town of Belper, and the populous district surrounding, offer great facilities for disposing of the coal by land sale, and it is held in high estimation for the manufacturing and other purposes in the district. The seam of coal averages a thickness of about 4 ft.

Any further information may be obtained on application to Messrs. Woodhouse and JEFFCOCK, civil and mining engineers, Milland-road, Derby.

TO BE LET, OR SOLD, the valuable ESTATE of TIRMOB

ELLIS, near Llantressant, in the county of Glamorganshire, where the new and wonderful discovery of hematite iron is open from the surface as a quarry, now 90 feet deep and no sign of the bottom yet. Under the same estate lie FIVE BEDS OF COAL, varying in thickness from 2 ft. 6 in. to 9 ft.; it is a first-rate house coal, and superior for blast-furnaces and forge coal. A superior FIRE-CLAY is under the said estate, also a QUARRY of FLAG and PAVING STONE. The property lies within fifteen miles of Ely Tidal Harbour or Cardiff Docks, close to the Marquis of Bute's intended railway, and about one and a half mile from Pont-y-Pridd station. A beautiful MANSION is on the estate, situated on the brow of a hill, in a very delightful country.

An engineer's report of both coal and ironstone, with map of estate, can be seen with Mr. JOHN FRASER, Froghall Works, on the Charnett Valley Railway, near Cheddar, Staffordshire.

In the Court of the Vice-Warden of the Stannaries.

PURSUANT TO TWO several ORDERS, or DECREES, made in the Causes of—TOKIN and OTHERS v. HOOPER.

RICHARDS and OTHERS v. SAME.

The CREDITORS in respect of WHEAL THOMAS MINE, in the parish of Penrynabuloe, within the said Stannaries, are, on or before the 15th day of October next, to COME IN and PROVE THEIR DEBTS before the Registrar of the said Court, at his office in Truro, or in DEFAULT thereof they will be PEREMPTORILY EXCLUDED the benefit of the said two several Decrees.

Dated Registrar's Office, Truro, the 29th day of September, 1858.

In the Court of the Vice-Warden of the Stannaries.

In the consolidated Causes of TOKIN and OTHERS v. HOOPER.

RICHARDS and OTHERS v. SAME.

NOTICE IS HEREBY GIVEN, that, pursuant to two several ORDERS, or DECREES, made in the above-mentioned Causes, and bearing date respectively the 11th day of August, 1858, a PUBLIC AUCTION WILL BE HELD at WHEAL THOMAS MINE, in the parish of Penrynabuloe, within the said Stannaries, on Friday, the 15th day of October next, for SELLING, either together or in Lots, the MINING MACHINERY and OTHER EFFECTS at or upon the said MINE and belonging thereto, or to the adventurers therein in respect of.

For viewing the same, application may be made to Mr. BOWDEN, the officer of the Court in possession on the mine; and for further particulars to Messrs. Hobbs and Hockin, plaintiff's solicitors, Truro.

Dated Registrar's Office, Truro, September 29, 1858.

SALE OF NEW AND VALUABLE HIGH-PRESSURE HORIZONTAL

STEAM-ENGINES.

TO CORNISH AND OTHER MINERS, MANUFACTURERS, CONTRACTORS, EXPORTERS, AND OTHERS.

MESSRS. PAGE AND CAMERON have received instructions to SELL, BY AUCTION, at No. 15 Warehouse, Commercial Docks, Rotherhithe, London, on Thursday, Oct. 7, at Twelve for One o'clock, in Lots, a truly valuable lot of new HIGH-PRESSURE and HORIZONTAL STEAM-ENGINES, by first-class makers, direct from the workshops of the proprietors, comprising—

ONE of 50 horse power, 24 in. bore of cylinder, with equilibrium valves.

TWO of 38 horse power, 20 in. bore of cylinder, with equilibrium valves.

TWO of 28 horse power, 17 in. bore of cylinder, with slide valves.

ONE of 24 horse power, 16 in. bore of cylinder, with slide valves.

ONE of 19 horse power, 14 in. bore of cylinder, with slide valves.

TWO of 14 horse

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
2129	Alfred Consols (cop.), Phillack* [S.E.]	£2 11 10	£ 9 1/2	9 3/4	£19 3 0	£20 4 0—Aug. 15, 1858.
1624	Balteswidden (tin), St. Just	11 5 0	5 1/2	5 1/2	12 5 0	0 5 0—Jan. 1, 1854.
10000	Bampfylde (cop.), Devon	0 12 6	1 1/2	1 1/2	0 10 0	0 7 1/2—May 12, 1858.
4000	Bedford United (cop.), Tavistock	2 6 8	2 1/2	2 1/2	10 3 0	0 4 0—June 18, 1858.
240	Boscon (tin), St. Just	20 10 0	6 1/2	6 1/2	22 0 0	1 0 0—Sept. 3, 1858.
200	Botallack (tin, copper), St. Just	91 5 0	17 0	17 0	425 15 0	2 10 0—Aug. 17, 1858.
1200	Brightside and Froggatt Grove, Derbyshire	3 0 0	3 1/2	3 1/2	3 0 0	3 0 0—April 30, 1858.
100	Bryndall Hall (lead), Flintshire	25 0 0	8 0	8 0	13 0 0	0 5 0—July 31, 1858.
1000	Bryntall, Llanidloes, Montgomeryshire	7 15 0	3 1/2	3 1/2	0 5 0	0 5 0—July 1, 1858.
380	Budnick Consols (tin), Fernan	2 2 6	3 1/2	3 1/2	0 10 0	0 10 0—March 26, 1857.
6000	Bwch (silver-lead), Cardiganshire	3 5 6	1 1/2	1 1/2	0 2 6	0 2 6—July 30, 1858.
4096	Calstock Consols (copper)	5 0 0	4 1/2	4 1/2	0 2 6	0 2 6—Dec. 23, 1857.
1000	Carn Brea (copper, tin), Illogan	15 0 0	5 1/2	5 1/2	243 10 0	2 0 0—Aug. 5, 1858.
2048	Carnarvon (tin), St. Just	4 15 0	1 1/2	1 1/2	0 15 0	0 3 0—June 16, 1858.
200	Cefn Cwri Brynau (lead), Cardiganshire	35 0 0	3 1/2	3 1/2	5 0 0	2 0 0—March 25, 1858.
2000	Collacomb (copper), Lamerion	5 0 0	12 1/2	12 1/2	2 5 0	0 8 0—Dec. 2, 1857.
256	Cordarrow (copper, tin), Camborne [S.E.]	30 0 0	6 0	6 0	85 0 0	2 0 0—June 10, 1857.
12000	Copper Miners of England	25 0 0	27 1/2	24 28	7 1/2 per cent.	— Half-yearly.
30000	Craddock Moor (copper), St. Cleer	8 0 0	35 1/2	35 37	1 19 0	0 5 0—Sept. 10, 1858.
30000	Craven Moor, Limited (lead), Yorkshire	0 10 0	3 1/2	3 1/2	0 0 0	0 0 0—Feb. 28, 1858.
128	Cwmystwith (lead), Cardiganshire	60 0 0	250 1/2	250 1/2	145 0 0	5 0 0—Sept. 16, 1858.
280	Derwent Mines (silver-lead), Durham	300 0 0	150 1/2	150 1/2	122 0 0	10 0 0—June 25, 1857.
4076	Devon and Cornwall (copper)	4 6 3	9 1/2	9 1/2	0 7 6	0 2 6—April 20, 1858.
1024	Devon Great Consols (cop.), Tavistock* [S.E.]	1 0 0	46 1/2	46 1/2	632 0 0	7 0 0—Sept. 21, 1858.
672	Ding Dong (tin), Gwynedd	35 5 0	12 1/2	12 1/2	16 7 6	1 10 0—March 2, 1857.
179	Dolcoath (copper, tin), Camborne*	257 15 0	295 1/2	300 310	967 0 0	7 0 0—Aug. 9, 1858.
12800	Drake Walls (tin, copper), Calstock	2 1 0	1 1/2	1 1/2	0 13 6	0 2 0—Sept. 11, 1857.
300	East Daren (lead), Cardiganshire*	32 0 0	110 1/2	110 1/2	48 0 0	3 0 0—Aug. 12, 1858.
2048	East Falmouth (copper), Gwynedd	2 0 0	3 1/2	3 1/2	0 7 6	0 2 6—Jan. 25, 1858.
128	East Pool (tin, copper), Pool, Illogan*	24 5 0	17 1/2	17 1/2	305 0 0	2 10 0—Aug. 30, 1858.
1024	East Wheal Margaret (tin, copper)	7 17 6	2 1/2	2 1/2	0 5 0	0 5 0—Jan. 11, 1854.
5700	Exmouth (silver-lead), Christow	4 14 0	8 1/2	8 1/2	3 15 0	0 2 6—April 27, 1858.
1400	Eyam Mining Company (lead), Derbyshire	5 0 0	38 1/2	38 1/2	18 13 4	1 0 0—Aug. 26, 1858.
4940	Fowey Consols (copper), Twardreath	4 0 0	3 1/2	3 1/2	41 4 3	0 6 0—Feb. 17, 1857.
4448	General Mining Co. for Ireland (cop. lead)	4 0 0	1 1/2	1 1/2	1 0 8	0 3 0—June 5, 1853.
2000	Goginan (silver-lead), Cardiganshire	12 5 0	2 1/2	2 1/2	22 0 0	0 5 0—Sept. 5, 1850.
1024	Gonnamena (copper), St. Cleer	14 5 0	5 1/2	5 1/2	0 7 6	0 7 6—Dec. 21, 1852.
243	Graham and St. Aubyn (cop.)	109 10 0	137 1/2	135 137 1/2	14 0 0	2 0 0—Sept. 7, 1858.
600	Great South Tolu (S.E.) Redruth	0 14 6	14 1/2	14 1/2	2 12 6	0 0 0—Aug. 19, 1858.
2666	Great Wheal Vor (tin, cop.), Helston [S.E.]	8 7 6	2 1/2	375 405	0 5 0	0 5 0—Oct. 22, 1855.
119	Great Work (tin), Gernone	100 0 0	110 1/2	110 1/2	221 10 0	7 10 0—Feb. 27, 1857.
1024	Herodsfoot (lead), near Liskeard	8 10 0	7 1/2	6 1/2	4 7 6	0 12 6—Jan. 11, 1858.
6000	Hingston Down Consols (copper), Calstock	3 12 6	3 1/2	3 1/2	2 16 0	0 2 6—Nov. 25, 1856.
2000	Holyford (copper), near Tipton	11 0 0	8 1/2	8 1/2	4 2 6	0 5 0—Jan. 28, 1857.
2500	Isle of Man, Limited (lead)	25 0 0	42 1/2	42 1/2	58 8 3	1 0 0—June 22, 1858.
20	Laxey Mining Company, Isle of Man	100 0 0	1000 1/2	1000 1/2	1420 0 0	50 0 0—June 30, 1857.
100	Levant (copper, tin), St. Just	2 10 0	105 1/2	105 1/2	1071 0 0	5 0 0—Aug. 17, 1858.
5000	Lewis Mines (tin, copper), St. Erth	6 1 1 1/2	2 1/2	1 1/2	0 10 0	0 10 0—Dec. 20, 1855.
400	Lisburne (lead), Cardiganshire, Wales*	18 15 0	100 1/2	100 1/2	315 10 0	2 0 0—Aug. 5, 1858.
6000	Marke Valley (copper), Cardigan	4 10 6	2 1/2	2 1/2	0 5 6	0 3 0—Sept. 7, 1855.
5000	Mendip Hills (lead), Somerset	3 15 0	1 1/2	1 1/2	1 13 6	0 6 0—May 31, 1853.
5000	Merilyn (lead), Flint	3 2 6	66 6d.	66 6d.	1 11 0	0 2 6—June 22, 1853.
1800	Miners' Mines, Limited (lead), Wrexham	25 0 0	10 1/2	10 1/2	30 2 6	0 5 0—May 8, 1858.
90000	Mining Company of Ireland (cop. lead, coal)	7 0 0	14 1/2	14 1/2	13 13 6	0 5 0—July 1, 1858.
5000	Nantes and Penrhyn, Limited (22 1/2 shares)	2 3 6	1 1/2	1 1/2	0 1 6	0 1 6—April 30, 1855.
470	Newtownards Mining Company, Co. Down	50 0 0	3 1/2	3 1/2	85 0 0	1 0 0—July 1, 1858.
200	North Pool (cop. tin), Pool, Illogan	40 18 0	10 1/2	10 1/2	324 0 0	2 0 0—Dec. 26, 1854.
200	North Rock (copper), Camborne	12 0 0	19 1/2	19 1/2	750 0 0	4 0 0—Sept. 26, 1854.
6000	North Wheal Basset (cop. tin), Illogan [S.E.]	5 1/2	10 1/2	10 1/2	14 12 0	0 5 0—Aug. 25, 1858.
6400	Par Consols (copper), St. Blazey [S.E.]	1 2 6	17 1/2	16 1/2	32 5 0	0 11 0—July 6, 1858.
200	Phoenix (copper, tin), Llanidloes	150 0 0	350 1/2	350 1/2	269 10 0	25 0 0—May 5, 1858.
1000	Pulverto (tin), St. Agnes (Preferential)	10 0 0	5 1/2	5 1/2	18 11 0	1 0 0—July 11, 1857.
1772	ditto ditto (Old and ditto)	—	—	—	1 7 0	0 7 0—Sept. 23, 1858.
560	Providence Mines (tin), Ury Lelant	20 13 2	61 1/2	60 61	76 4 6	2 0 0—Aug. 25, 1858.
2500	Rhoswyl and Bachelidon (lead)	11 5 0	12 1/2	12 1/2	0 16 0	0 3 0—July 21, 1858.
512	Rosewarne United (copper, tin), Gwynedd*	12 0 0	32 1/2	27 1/2	32 10 0	1 10 0—June 8, 1857.
15000	Ruadun Colliery Company, Limited	0 5 0	1 1/2	1 1/2	0 10 1/2	0 6 0—Feb. 4, 1858.
12000	Sandridge Consols (cop.), Whitechurch [S.E.]	0 6 0	1 1/2	21s. 22s. 6d.	0 10 0	0 2 6—July 27, 1857.
256	South Canavan (copper), St. Cleer [S.E.]	2 10 0	410 1/2	410 1/2	538 0 0	8 0 0—Sept. 28, 1858.
128	South Crinnis (copper), St. Austell	19 0 0	285 1/2	285 1/2	60 0 0	20 0 0—June 18, 1855.
512	South Tolu (copper), Redruth, Cornwall	8 0 0	75 1/2	72 1/2	76 0 0	1 0 0—Aug. 5, 1858.
496	South Wheal Frances, Illogan* [S.E.]	18 18 9	185 195	185 195	305 5 0	4 0 0—Sept. 6, 1858.
174	Sparrow Consols (tin), St. Just, Cornwall	3 18 0	3 1/2	3 1/2	30 2 6	0 5 0—May 10, 1858.
280	Sparrow Moor (copper), St. Just	25 7 8	18 1/2	18 1/2	4 5 0	0 10 0—June 13, 1856.
790	St. Aubyn and Grylls (cop. tin), Breage	6 8 4	2 1/2	2 1/2	0 17 6	0 7 0—July 1, 1852.
29000	St. Day United (tin and copper)	2 0 0	13s.	13s.	0 3 6	0 1 0—Feb. 23, 1858.
470	St. Ives Consols (tin), St. Ives	16 0 0	30 1/2	30 1/2	917 10 0	1 10 0—Aug. 17, 1858.
9600	Tamar Consols (silver-lead), Beeraiston [S.E.]	4 10 0	3 1/2	13s. 6d.	4 13 6	0 2 6—Feb. 7, 1856.
6000	Tinroft (copper, tin), Pool, Illogan [S.E.]	9 0 0	3 1/2	3 1/2	8 18 6	0 5 0—Sept. 2, 1858.
572	Trelyon Consols (tin), St. Ives	11 10 0	9 1/2	9 1/2	1 15 0	1 0 0—Feb. 21, 1854.
120	Trethellan (copper), Gwynedd, Cornwall	15 10 0	15 1/2	15 1/2	408 13 6	2 10 0—April 29, 1851.
4096	Trethellan (silver-lead), Menheniot, Cornwall	2 14 0	19s.	18s. 19s.	1 12 0	0 3 0—April 2, 1857.
100	Trumpet Consols (tin), near Helston	95 0 0	11 1/2	11 1/2	55 0 0	5 0 0—Dec. 20, 1854.
400	United Mines (copper), Gwynedd [S.E.]	40 0 0	85 1/2	85 1/2	61 5 0	2 0 0—Feb. 12, 1856.
20000	Valley of Towy (lead), Carmarthen [S.E.]	0 12 6	18s.	16s. 18s.	0 5 9	0 1 0—July 8, 1858.
512	Wendron Consols (tin), Wendron	23 7 8	35 1/2	35 1/2	3 0 0	1 0 0—Sept. 21, 1858.
6000	West Basset (copper), Illogan* [S.E.]	1 10 0	21 1/2	21 1/2	14 14 0	0 6 0—Sept. 22, 1858.
256	West Canavan (copper), Liskeard [S.E.]	20 0 0	92 1/2	100	287 5 0	2 0 0—May 26, 1858.
512	West Damsel (copper), Gwynedd	12 17 0	115 1/2	115 1/2	22 0 0	2 0 0—July 20, 1857.
6400	West Fowey Consols (tin and copper)	7 0 0	8 1/2	8 1/2	0 2 6	0 2 6—March 5, 1858.
1024	West Providence (tin), St. Erth	2 11 7 1/2	14 1/2	14 1/2	33 1 9	0 10 0—April 8, 1857.
400	West Wheal Seton (copper), Camborne*	38 10 0	375 1/2	375 1/2	132 0 0	7 10 0—Aug. 17, 1858.
6140	Wheal Arthur (copper), Calstock	2 1 0	18s.	16s. 18s.	0 10 0	0 10 0—May 11, 1858.
240	Wheal Bel (tin), St. Just	15 7 0	5 1/2	5 1/2	2 10 0	0 10 0—May 11, 1858.
512	Wheal Basset (copper), Illogan* [S.E.]	5 9 6	205 1/2	200 205	495 10 0	6 0 0—Aug. 3, 1858.
256	Wheal Buller (copper), Redruth* [S.E.]	5 0 0	190 1/2	190 1/2	850 0 0	5 0 0—Sept. 21, 1858.
1024	Wheal Charlotte, Perranaruthoe	5 3 4 1/2	7 1/2	7 1/2	1 10 0	0 10 0—Sept. 9, 1855.
250	Wheal Clifford (copper), Gwynedd	—	280 1/2	280 1/2	42 0 0	3 0 0—Oct. 26, 1857.
4096	Wheal Edward (copper), Calstock [S.E.]	5 10 0	3 1/2	23 1/2	0 5 0	0 5 0—March 30, 1858.
128	Wheal Friendship (copper), Devon	50 0 0	90 1/2	90 1/2	2385 10 0	10 0 0—Feb. 11, 1858.
512	Wheal Jane (silver-lead), Kea	3 10 0	18 1/2	16 1/2	8 10 0	1 0 0—Oct. 16, 1857.
6000	Wheal Kitty (tin), St. Agnes	4 10 0	4 1/2	4 1/2	0 6 0	0 3 0—March 24, 1857.
1024	Wheal Kitty (tin), Ury Lelant [S.E.]	1 7 2 1/2	9 1/2	9 1/2	0 6 0	0 5 0—Sept. 30, 1857.
400	Wheal Lelant (tin), Wendron	19 15 0	58 1/2	58 1/2	31 0 0	1 0 0—Sept. 5, 1856.
448	Wheal Margaret (tin), Ury Lelant	19 15 0	58 1/2	58 1/2	90 0 0	2 10 0—Aug. 25, 1858.
1024	Wheal Mary Ann (lead), Menheniot [S.E.]	8 0 0	43 1/2	43 1/2	38 12 6	2 5 0—Sept. 14, 1858.
80	Wheal Owles, St. Just, Cornwall	70 0 0	300 1/2	300 1/2	225 13 6	5 0 0—Aug. 20, 1858.
240	Wheal Reeth (tin), Ury Lelant	39 10 0	27 1/2	27 1/2	40 10 0	3 0 0—Aug. 23, 1852.
198	Wheal Seton (tin, copper), Camborne*	107 0 0	135 1/2	120 130	286 10 0	2 0 0—Oct. 12, 1857.
1024	Wheal Trevelyan (silver-lead), Liskeard [S.E.]	4 10 0	25 1/2	24 25	33 10 0	1 0 0—July 26, 1854.
1024	Wheal Tremayne (tin, copper), Gwynedd	11 2 6	2 1/2	2 1/2	10 2 6	0 7 6—Jan. 11, 1854.
4096	Wheal Wrey (lead), St. Ives	1 14 0	3 1/2	2 1/2	2 12 6	0 2 6—Dec. 22, 1857.
5000	Wicklow (copper), Wicklow	5 0 0	39 1/2	40 1/2	30 5 6	1 10 0—July 16, 1858.

[* Dividends paid every two months. † Dividends paid every three months.]

FOREIGN MINES.

10000	Aften and Quenaguan United (cop.), Norway	15	10	0	3	..	£ 4 5 0	£20 15 0—Nov. 21, 1853.
2464	Burra Burr (cop.), South Australia	5	0	0	150	..	200 0 0	5 0 0—June 3, 1858.
12000	Cobre Copper Company (cop.), Cuba [S.E.]	40	0	0	38	..	86 12 0	1 0 0—Jan. 26, 1858.
10000	Copiapu Mining Company, Chile [S.E.]	16	0	0	12 1/2	..	5 18 0	0 10 0—March 19, 1858.
7000	English and Australian	5	0	0	1 1/2	..	0 10 0	0 2 6—Sept. 8, 1853.
2500	General Mining Assoc., Nova Scotia [S.E.]	15	0	0	21	..	11 2 6	0 17 6—July 23, 1858.
15000	Linares (lead), Pozo Ancho, Spain [S.E.]	3	0	0	9	..	5 15 6	0 2 6—June 10, 1858.
10000	Lusitania (of Portugal) [S.E.]	1	15	0	1	dis.	0 8 9	0 2 6—June 10, 1858.
103815	Marigueta and New Granada [S.E.]	1	0	0	1	1 1/2 dis.	0 6 6	0 1 6—July 29, 1858.
10000	Pontgibaud (silver-lead), France [S.E.]	20	0	0	6	..	1 0 0	1 0 0—June 26, 1855.
7000	Royal Santiago (copper), Cuba [S.E.]	16	15	0	13 1/2	..	33 0 0	1 5 0—July 12, 1848.
11000	St. John del Rey (Limited), Brazil	15	0	0	11	..	35 7 6	1 0 0—June 19, 1857.
43174	United Mexican (silver), Mexico [S.E.]	28	5	0	3 1/2	..	1 16 6	0 4 0—Feb. 14, 1853.
188676	North British Australasian [S.E.]	1	0	0	3	..	0 31 1	0 1 3—Feb. 25, 1850.